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By C. F. AMERY.

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- " 3. New lights in Sunda Strait, &c.
- " 4. Corrected position of Krishna Shoal Light Vessel.
- " 5. Alteration of colour of Chittagong beacons, and intended alteration in Dolphin Rock light, Bombay.
- " 6. Alteration of Malwan Light.
- " 7. Kintoan Light Vessel, Yang-tse Kiang.
- " 8. Burgess Rock off Hinghie Island. Bassein River, Burma.
- " 9. Fairway Buoy at False Point, Orissa.
- " 10. Intended Light and Fog Signal on Little Bassas Rocks, Ceylon. Intended alteration in Great Bassas Rocks Fog Signal.
- " 11. Corrected positions of Zebayir Islands, Jebel Zukur, and the Hanish Islands, Red Sea.
- " 12. Fog Signals and distinguishing marks for Light Vessels, River Hooghly.
- " 13. Exhibition of light on Little Bassas Rocks, Ceylon.
- " 14. Beacon on Choul Kádu Rock, Bombay.
- " 15. Shoal near Tumb Island (Jazirat Tanb), Persian Gulf.
- " 16. Light at Batticaloa, Ceylon.
- " 17. Upper Gasper Light Vessel, Entrance to River Hooghly.
- " 18. Red Lights on North Groin of Harbour Works, Madras.
- " 19. Reported Shoal, N. N.E. of Bahrain, Persian Gulf.
- " 20. Alteration of colour of Light at Klang Strait, Strait of Malacca—Salangore—Malay Coast.
- " 21. Additional information concerning the reported shoal, N. N. E. of Bahrain.
- " 22. Deposit of stone, Eastward of Harbour Works, Madras.
- " 23. Reported Shoal, North-West of Cheduba Island.
- " 24. Exhibition of Blue Lights and Maroons at Krishna Shoal Light-Vessel.
- " 25. Deposit of stone, Eastward of Harbour Works, Madras. (Additional information).
- " 26. Vessels prohibited from anchoring near the Sub-Marine Telegraph Cable between Diamond Island and the Mainland.
- " 27. Intended exhibition of a revolving light at Vakalapudi, in the Godavery district.

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- " 4. Intended alteration in False Point Light.
- " 5. Shifting of the entrances to Honore (Honawa) and Mangalore, on the Malabar Coast.
- " 6. Fixed light at Roji (Nowa Nugga) in the Gulf of Cutch.
- " 7. Fixed light at the entrance to Loona Creek in the Gulf of Cutch.
- " 8. Fixed light at Goapnath Point in the Gulf of Cambay.
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The Calcutta Gazette.

WEDNESDAY, APRIL 2, 1879.

PART II.

Advertisements.

[N.B.—Advertisements, Notices, &c., intended for insertion in this part of the Gazette, cannot be received after Noon on Monday.]

DISTRICT ROAD FUND.

NOTIFICATION.

No. 74.

The 24th March 1879.

UNDER section 89 of Act X (B.C.) of 1871, the following annual accounts and reports of the road-cess committees of Cuttack, Pooree, and Balasore, of works done and in progress during the past cess year 1877-78, together with the remarks thereon of the Commissioner, Orissa Division, are published for general information.

A. CADELL, *Major-Genl., R.E.,*

*Secretary to the Government of Bengal,
in the Public Works Department.*

No. 312, dated Cuttack, the 8th December 1878.

From—H. S. BEADON, Esq., Collector of Cuttack,
To—The Commissioner of the Orissa Division.

I HAVE the honor to forward the annual report of the road-cess department for the year ending the 30th September 1878.

2. Under the provisions of section 88, the accounts for the year have been submitted to the audit of a sub-committee specially appointed for the purpose, and have been considered by the district committee and passed on the sub-committee's report. That report, it will be noticed, comments upon two matters connected with the management of the accounts, which were discussed, in my absence in camp, at the full committee meeting held on the 2nd instant.

3. The first suggestion was based on a misconception, which the District Engineer or I could have removed had either of us been present. The present system is by far the most economical and most effective yet devised; and as shown in the late District Engineer's report, and in a further report which I have received from the present District Engineer, for road maintenance repairs a small permanent establishment is the very best that can be employed. The fact that a length of road of some 40 miles has during the year been kept in excellent repair for Rs. 3,014, is sufficient answer in itself against the supposition of waste. The sirdars are only coolies who get one rupee more for ruling the others and making them work. One mohur for 20 miles of road is the least we can hope to work with.

4. On the second point, concerning Behary Mahanty sub-overseer's additional pay of Rs. 10, it has been ascertained that the irregularity has continued for some years, viz. from the time when Mr. Serres' predecessor, Mr. Beck, was District Engineer, and before I joined the district. The committee has decided that it should be included in the permanent list.

5. The balance on the 1st October 1877 was, after deducting the amount at credit of deposits, Rs. 7,311. The receipts from all sources during the year being Rs. 52,364, there was a total sum available for expenditure of Rs. 59,674.

6. The expenditure on all accounts has been Rs. 45,890, leaving a balance at the close of the year of Rs. 13,784. This is for this district a large balance, and it is due to the fact that several original works that the district committee contemplated taking in hand at one time or another through the year fell through for want of sanction, want of estimates, and other causes beyond its control.

7. As examples I may take the proposed Ersemah road (paragraph 15 of District Engineer's report). The estimate for this road was submitted to the Executive Engineer in April, but owing to change of officers and press of work no report had been received up to the close of the year. Some land will also require to be taken up under the Act if it should be eventually decided to construct the road, but the present alignment, which follows the old track, is exceedingly bad, and further survey and estimates will be necessary.

8. The construction of bridges and enlarging the slope of the Chandbally road north-east of Pattamundie, as recommended by the Superintending Engineer, Mr. Barnfather, and noted in paragraph 9 of the District Engineer's report, were to have been estimated for and undertaken during the year; but action was postponed in the hope that Government would admit this road as a work of provincial necessity. Delay occurred in consequence of this reference; and even if it had not, that portion of the road now requires to be freshly aligned in consequence of the river having made for itself a new bed at Gurgooriah. This alone would have prevented the work being undertaken during the year.

9. Towards the latter end of the year, when it became apparent that a larger balance would be left than had been anticipated, the committee proposed to extend the metalled portions of the Chandbally and Taldanda roads, on which the traffic is excessive; but here again the work was brought to a standstill by the Superintending Engineer, who, in passing the estimates, expressed the opinion that it was better to sand-metal the clay portions and to mud-metal the sandy parts than to go to the expense of putting on laterite metal. In consequence of this opinion, and a letter from the Commissioner desiring the committee to give the Superintending Engineer's views due consideration, these works were abandoned.

10. The Koakhia to Jajpore road (No. 4) was also left untouched for the same reason, that when the estimates were sent for approval the Superintending Engineer pointed out that the road was one in which great difficulties presented themselves. In the short distance of nine miles it crosses four large rivers, and runs directly at right angles to the spill all the way. He therefore considered that it would be waste of money to attempt to raise the way or to bridge it, and he feared that the bridge it was proposed to renew would be certain, sooner or later, to go the same road as the former structure. He therefore strongly advised the road-cess committee to wait until the Government may sanction the distributary of range No. 2 of the high level canal before giving a more substantial character to the construction of the road and bridge. The construction of this distributary will protect the whole country.

11. You will observe that the expenditure has been incurred under the following heads:—

	Rs.
(1) Collection of revenue	5,275
(2) Repairs	16,989
(3) Original works	16,784
(4) Engineering establishment	16,715
(5) Tools and plant	177
Total	45,890

12. Of collection of revenue the following points present themselves for consideration:—The total expenditure, except on account of process fees for service of notices, was Rs. 3,969; adding that expenditure, but deducting Rs. 755 shown on the revenue side as obtained by fees, the net expenditure on account of collection was Rs. 4,520. If contingent expenditure be wholly eliminated, as I contend it should be, in calculating the percentage of cost of collecting establishment, we have Rs. 3,140 as a net expenditure upon establishment, against a demand of Rs. 56,342 and actual collection of Rs. 52,864, or 5.9 per cent. upon actual collections and 5.5 on demand. If, on the other hand, Rs. 4,520 be taken as the cost of collection, the percentage is raised to 8.6 and 8.1 respectively. Considering the enormous number of small lakhiraj holdings in this district, the result is not unsatisfactory.

13. *Repairs.*—With reference to your letter No. 50CG, dated the 29th May last, I have pleasure in reporting that there is no difficulty experienced in the realization of the cess. The obnoxious house cess has been remitted by Government, and the people have accepted this as a boon. The benefits of the Act are certainly appreciated. Distant parts of the district, hitherto neglected, are now opened up by village roads, and consideration of local wants is more readily obtained. Mr. Serres' report and the details given in statement No. 6, Part II, fully describe the works under this head. Of the amount which, after refunds, stood sanctioned for expenditure, viz. Rs. 18,565, Rs. 16,989 were expended. This result is satisfactory, as showing that the Engineer and his establishments have been attending to the first requisite of the law. I will endeavour to deal below with each work under this head.

The roads repaired are as follows:—

No. 1, *Taldanda road.*—Allotted, Rs. 3,018; spent, Rs. 3,018. This road consists of two portions—metalled six miles, unmetalled 36. The metal repairs were chiefly carried out on the second and third miles, and are fairly done. The earthwork repairs

consisted in filling gaps caused by flood, levelling the ruts, removing sand, sand-metalling clay, and planting creepers upon the sand drifts, which threaten in places to cover the road. Out of the total sum spent, Rs. 517-7-0 were taken up in the maintenance and repair of the bungalows, and this excess of Rs. 17-7-0 over the estimate is due to the fact that the chowkidar's pay for 13 months fell into the year under report owing to the prepayments allowed on account of the Doorga Poojah holidays.

No. 2, *Taldanda loop road*.—Allotted Rs. 100; spent Rs. 100. A useful road near the race-course and in good order.

No. 3, *Fulnakra to Madhub road*.—Allotted Rs. 680; spent Rs. 42. This road lies for the greater part on the outskirts of the Cuttack and Pooree districts, but its utility is chiefly for the Pooree district. It was formerly repaired by the Cuttack district committee, and after three years the Pooree committee was billed Rs. 1,132-5-0 for its share. When the bill was received the Pooree committee pleaded temporary poverty, and stated that it would mind its own share in future. The road is made of lengths in either district, and it was so eminently unsatisfactory that alternate portions should be repaired by the engineers of two different districts, that it was proposed to the Pooree committee that the Cuttack committee should give up the road altogether as a district road, on the understanding that if the Pooree committee would take it up, this committee would resign all claims to the amount of Rs. 1,132-5-0, which were still unadjusted, and which that committee then owed: another proposal was that the Pooree committee or this committee should have the sole management of the road, the cost being defrayed in the same proportions as before. On the Pooree committee's accepting the first proposal, it was decided that the charge of the whole road be made over to the Pooree district, and the claims upon that committee for Rs. 1,132-5-0, due to this district for work performed, be withdrawn. Hence the road has been transferred to that district. It appeared to me that the matter should be referred for sanction, but as the Chairman of the Pooree committee considered it was not necessary, the matter rested there. It was duly recorded in the proceedings and copy sent to your office.

No. 4, *Koakhia to Jappore road*.—Allotted Rs. 865; spent Rs. 559. Repairs at breaches by sloping the roads and making a diversion at the 9th mile, where the bridge was carried away some years ago. This road is treated more fully under "Original works" in the District Engineer's report. It is a very important road, but any expenditure upon it beyond the most trivial surface repairs would, as shown above by the Superintending Engineer, be simple waste of money. The district committee could well afford to pay Government Rs. 5,000 towards an embankment on the left bank of the Buri nullah to protect this road in common with the country; till that is done, works great or small will be labour lost.

No. 5, *Chandbally road*.—Allotted Rs. 7,239; spent Rs. 7,030. This road has been kept in repair by a regular staff of coolies between Cuttack and Pattamundie, in length 48 miles. For this an establishment of 37 coolies, 9 sirdars, and two mohurirs, have been entertained, and this with huts, &c., cost Rs. 3,014. The results over this length of the road have been most satisfactory. The late District Engineer, Mr. Serres, records: "I have known the Chandbally road for five years, and have never seen it in such good order from Cuttack to Pattamundie as when I last saw it," that is, at the close of the year. The saving on establishment was devoted to repairing the metal portions of the road with great advantage. The causeways were repaired to a great extent and cheaply. The District Engineer having purchased bricks from the old clamps of Messrs. Stoney and Co. (formerly irrigation works contractors) at 18 per cent. below estimate, this enabled him for the money to execute more work. Beyond Pattamundie repairs were carried out in the ordinary way at an actual cost of Rs. 2,544, ruts and breaches being filled in or sloped earthwork, turfing and sand-metalling being adopted. The distance is 16 miles and the results poor, and in strong contrast to the condition of the 40 miles of the road on which the permanent establishment is kept up. We can hope to do nothing with this road beyond Aul at present in the way of repairs. It is an original work, and will be discussed under that head.

No. 6, *Pakirpara and Machgong road*.—Allotted Rs. 1,482; spent Rs. 1,482. This road was before last rains in very good order, but it has been terribly cut up. Like other roads of this district, it suffers much from the surplus irrigation water, and is constantly cut by the ryots to suit their own convenience of receiving or getting rid of water. Sand-metalling was attempted, but not sufficiently for any permanent success. Beyond Juggutsingapore the road is absolutely impassable in the rains, as I know when on my cold-weather tour a few weeks ago I essayed to go to Balikooda and was turned back. Until the irrigation department brings its surplus water under control and declares certain channels drainage channels under Act III of 1876, some of our roads must be cut up and rendered impassable each rainy season.

No. 7, *The Mahanga road*.—Crosses the drainage between the Pattamundie and Kendrapara canals. Formerly a road here would be breached occasionally in a flood. It is now subject to steady excess of water. It is hoped that the drainage is to be taken in hand by the irrigation department. Rs. 115 were estimated for the repairs of the road, and were spent. The road, however, is only a fair-weather road.

No. 8, *Kendrapara loop road*.—Allotted Rs. 60; spent Rs. 60. This trifling expenditure referred to the bridge over the Gopia nullah. The road has now been transferred to the Municipality under orders of Government, No. 1988, dated 21st May 1878.

No. 9 (formerly Nos. 9, 16, and 29), *Jappore and Kendrapara road*.—Allotted Rs. 1,020; spent Rs. 915. Three bridges were repaired, slopes made at the breaches, and the road smoothed

This is another road which crosses the entire drainage of the country. It is a useful road and cannot be abandoned, but it is liable every year to floods from the Byturnee, Burra Khursooah and Brahminee between Jajpore and Indpore, and from Indpore to Kendrapara it crosses the drainage from the irrigation operations of the Pattamundie and Kendrapara canals. It is hopeless to expect to keep this road in order during the rains, and the best that can be done is to make it traversable by carts during six months of the year, fully assured that the repairs of one year will be entirely annihilated before the next cold season comes round.

No. 15, Burwan to Indpore road.—Allotted Rs. 530; spent Rs. 446. This road is always badly breached year by year by the Khursooah. The District Engineer proposed large expenditure on the road, but the committee, viewing the waste of money that had occurred in trying to close the breaches (efforts which regularly resulted in a worse state of affairs than had existed previously), abandoned the attempt of doing more than preserve it as a fair-weather road. Repairs of the year have been carried out with this object.

No. 17, Indpore to Pattamundie road.—Allotted Rs. 550; spent Rs. 533. The late District Engineer has not furnished any report as to the state of this road, and I have not yet had time to inspect it. Since writing the above I have received an unfavourable report on the state of this road, and a very favourable report on the Indpore and Kendrapara portion of No. 9, noted above.

No. 18, Juggutsingapore to Jajpore road.—Allotted Rs. 180; spent Rs. 180. This road would be a most useful road in the rains if it could be kept in repair; but this will be absolutely impossible without large expenditure. It crosses the drainage of the country from the end of the Machgong canal to the point where the Katguri formerly sent a branch to meet the Mahanuddy. In those days it had to contend against the natural drainage of the small area of country and the occasional breach of the Katguri eastern embankment. This latter evil has been removed (as noted in paragraph 18 of the District Engineer's report), but only to our increased trouble, for distributaries Nos. 8 and 9 of the Machgong canal, and No. 10, which in reality is the canal itself on a smaller section, send down the whole of their water all over the country. The excess water stands over the country until the end of December, owing partly to the causes named and the irrigation and fishing bunds raised by the people themselves. The ryots holding low lands above, or westward of the road cut the road exactly as it pleases them, and it is consequently continually destroyed. The Buri nullah has to be crossed nearly midway, and on the northern side of the gap there is a considerable cart traffic. I have no doubt this would be the case throughout if the road were properly bridged. The present District Engineer has been requested to take the road into immediate consideration.

No. 19, Juggutsingapore to Soojung, and from Sirlo to Rughoonathpore.—Allotted Rs. 160; spent Rs. 127. Two unconnected pieces of road in a fairly straight line running from Juggutsingapore across the combined drainage of the Machgong and Taldanda canals to the principal outlying village of the thana. It would cost much to complete it. It is in a terrible state for seven months of the year, and can only be considered a fair-weather track. The merit of keeping it up is chiefly the preservation of the right of way, in the hope that funds may be available for the construction of a better road with sufficient waterway at a future date.

No. 41, Jobra and Chowliagunj road.—Allotted Rs. 400; spent Rs. 398. The road is in good order. It was formerly within the municipality, but has now been excluded. Part of it may possibly merge into the proposed provincial pilgrim road.

No. 44, Golarahat road.—Corrected allotment Rs. 234; spent Rs. 233. A bridge was built on this road and some petty repairs executed. The road crosses the canal drainage, and for five months of the year is in a terribly bad state. It must be repaired each cold weather.

No. 46.—This road was made over to the committee under the orders of Government No. 558, dated the 19th September 1877. It is part of the main road to Sonapore and Sumbulpore, and should, as well as the Chandbally road, be classed as a provincial road. It is valuable to the town Cuttack trade, and of great value to the tributary estates and Sumbulpore. It is of no value to the Cuttack district, except the small portion called Domepara, which could be served by village roads. Provision had to be made for it from other sources, and Rs. 1,137 were expended on it. It has been lately inspected by the present District Engineer, whose report shows that this large expenditure has gone very little way towards making the road a good one. It had been steadily neglected for years, and is now impassable for cart traffic. As you are about to tour over it, you will be able to express your views regarding it from personal knowledge.

ORIGINAL WORKS.

14. *Village Roads.*—Foremost in original works, from the magnitude of the grant and the importance Government attaches to the necessity of creating and fostering local interest in the management of road administration, are the village roads.

In the annual resolution upon the operations under the Road Cess Act during 1876-77, which reached me with your memorandum No. 253CG, dated the 24th October last, *i.e.* after the close of the year under report, I find Cuttack is mentioned in paragraph 31 as conspicuous for its inadequate grant for village roads. It was shown that in 1875-76 Rs. 594 were laid out on village roads, and in 1876-77 Rs. 1,509 only, out of a total estimated expenditure of Rs. 1,700. During 1877-78 it was originally proposed to expend Rs. 10,000 upon these roads, but in consequence of instructions from your predecessor the grant was reduced to Rs. 8,150,

and of this Rs. 7,446 have been actually paid, Rs. 144 having been transferred to another head. Of this sum, allotments were made thana by thana, but the management of the allotments for Dhurumsalla, Jajpore and Aul thanas rested with the branch committee of the Jajpore sub-division, and for the Kendrapara and Patfamundie thanas, with the committee of the Kendrapara sub-division. This made the three subdivisional allotments as follows:—

			Rs.
Head-quarters (comprising four thanas)	...	...	3,500
Jajpore ditto three ditto	...	...	2,900
Kendrapara ditto two ditto	...	...	1,750
			<hr/>
	Total	...	8,150

Of the disposal of the subdivisional grants I can write with exceeding pleasure. Mr. Farrer, the Chairman of the branch committee at Jajpore, has taken the greatest interest in the judicious management of his grant. He has made eleven village roads, all tending to open up the country and to be of the greatest utility to all interested, and has exhausted the grant, except Rs. 8. The full details will be found if required in his report, copy of which I forward for your perusal, but it would make this report too long if I were to recapitulate regarding each village road. It will be noticed that Mr. Farrer finds the members of his branch committee, and the native gentry generally, most willing to be of assistance, but at present they required much direction. A native gentleman can superintend the building of a pucca house of the ordinary stamp, and would probably do so with economy, but he is moving on strange lines when he undertakes to make a road. The good old Bengali proverb, that we learn to shave by cutting other people's faces, is as true of the road-making Oriya gentlemen as it is of the successful candidates for the Indian Civil Service; but the native landholders are undoubtedly useful for the work, and by interesting them, and giving money for roads they require, there is little occasion to acquire land under the Act.

Babu Annoda Prasad Ghose spent the whole of his grant, with the exception of Rs. 223. There was, however, good reason for the non-expenditure of this sum. A road connecting Golara hat with the Kendrapara road was found to cross a piece of cultivated ground. Letters had to be written to all the proprietors and their consent obtained to the grant of this land for the purpose. By the time this liberal concession had been obtained the crops for the year had been grown, and it was thought desirable to consult private interests so far as to postpone the occupation of the land until the present crop is off the ground. But though this small sum lapsed, there are far more hopeful signs to be recorded. In one case the villagers agreed to supplement the grant with Rs. 50, and in another case Babus Juger Nath Bromobar and Ram Gobind Jagdeb subscribed Rs. 750 and Rs. 300 respectively for the construction of substantial wooden bridges and masonry culverts. I have no doubt that liberality to the branch committee will be a most paying policy. People, when they see that money is forthcoming and energy present to start and preserve combination in carrying out works of public utility, will readily join in the common object. Timidity is at present our greatest obstacle. The Deputy Magistrate's description of the resuscitation of the old Mahratta road from Tombalo Sasan to Gugooah shows what extremely useful work a sub-committee can do. I now come to the head-quarters sub-division; and as regards this I have been dependent on the District Engineer, the members of the committee, and zemindars. The plan pursued has been, at the commencement of the year, to invite suggestions as to roads required, the agency by which the repairs or constructions can be carried out, the amount required, and the local contribution (if any) tendered. Upon the replies to this circular the money was allotted. An accompanying statement shows the amounts expended, giving a total for head-quarters of Rs. 3,007. It will, however, be noted that of this sum Rs. 500 was given to Executive Engineer, Mahanuddy Division, for the clearance of a tow-path from Taldanda to Bhutmundi and Paradeep, a distance of ten miles. It was a large sum of money to grant from village road funds, justified only by the professional hands to which its expenditure was entrusted and the number of villages it passes. It serves very considerably the public convenience, and I had no other prospect of spending the village road allotment within Tritole thana during the year.

15. *Tree-planting.*—Mr. Serres' report, paragraph 20, deals with the subject of expenditure on account of tree-planting. The grant for the year was Rs. 1,500, but Rs. 34 was expended in addition. The young trees within reach of the head-quarters are getting on very well, and some are being planted out. At Jajpore, too, some plantation has been carried out. The measures taken this year are chiefly in making good the losses in lines previously established, and in preserving and fencing all. The tree-planting should be pushed on wherever there are permanent coolies entertained for repairs of the road, and the young trees should be placed specially under their charge.

16. For other original works Rs. 24,712 have from first to last been allotted, and of this Rs. 7,752 only have been expended: many causes have been combined to produce this inferior outturn. Some I have mentioned above, but the most important has been the uncertainty as to the result, whether the committee could retain Mr. Serres' services or not. While working conscientiously at all repair work and the original works, such as village roads, tree-planting, and the committee's office at Cuttack, it was not to be expected that Mr. Serres would enter heartily into new schemes, which he would in all probability be unable to mature,

and which, unless matured, would be almost useless to any successor. Knowing, moreover, that if forced to dispense with Mr. Serres' services, the committee would be obliged to secure an Engineer of higher qualifications, I was indisposed to press for new schemes, knowing that the money would be available in the coming year.

17. The District Engineer has, however, not been idle. Paragraph 3 of his report will show that a thorough survey and estimates for reconstructing the broken bridge on the Kooakhia and Jajpore road has been prepared during the year. This work will probably have to stand over for many years; for until the Byturnee and Kursooah are thoroughly embanked, it would be a waste of money to repair the bridge; but Mr. Serres' proposal will receive the consideration of the committee.

18. The following works have been proposed for the ensuing year, but I do not think all of them can be taken up, as I shall show against each:—

- (1) Diverting and making the last nine miles of the Cuttack and Chandbally road. This road is essential for the district. It should really be a provincial road, but as Government has decided that it is unable to assume the responsibility of its construction and maintenance, the district committee should most certainly take it energetically in hand. Any alternative route which Government may in future establish by means of canals and creeks will have no more effect on the traffic of this road than the underground railways have had in London on the traffic of the streets above them. The weekly steamer that plies to Chandbally at present, and the boats that may come and go on the canal, can in no degree be substituted for this road. It passes through the most densely populated part of the district, and the road and canals will react on each other in facilitating and increasing traffic. It should be borne in mind that in the course of the next 17 years all the expenditure which would ordinarily occur in the course of the next 40 years should, if possible, be laid out; for by it the price of produce will be enhanced, cultivation extended, and the Government revenue enormously increased. But this road must doubtless follow the left bank of the Kursooah, instead of, as at present aligned, passing through the loop on the right bank.
- (2) Contribution to the Orissa creeks.
- (3) Construction of masonry culverts on the Taldanda road.
- (4) Ordinary repair to and construction of the village roads.
- (5) Ordinary maintenance and repairs of district roads, including bridges and causeways.
- (6) The Patpore bungalow.
- (7) The bridges on the Jajpore and Juggutsingapore road.

19. The road cess office has been completed sufficiently for occupation during the year, and has proved a great convenience to all parties. The work has been carried out, I understand, satisfactorily, but I have called for report from the present Engineer.

20. Rs. 2,300 were made over to the Executive Engineer, Brahminee and Byturnee division, for the opening of khals in the line of the tidal canal from Calcutta to Pooree.

21. The other works, viz. culverts on the Chandbally road, a bridge on the 39th mile of same road, and two bridges on the Jajpore and Kendrapara road, are all detailed in the accounts accompanying, and full information is to be found in paragraphs 2, 6, 7, and 8 of Mr. Serres' report.

22. Statements accompanying show the attendance of the members of the committee. There is little to be added here to the remarks that I have recorded previously. I find the greatest assistance in consulting the non-official as well as official members, and they are all ready to express their opinion freely when asked. Attendance at the sub-divisional or branch committees is a more irksome duty than at head-quarters, for the non-official members are not residents of the sub-divisional town. The return, however, shows that great improvement has taken place this year over the preceding. Mr. Farrer, too, notes that though slow to attend meetings, the non-official members take interest in their work and give him considerable aid.

The Executive Engineers (there are two since the general branch of the Department Public Works was entrusted to the Irrigation Department) have attended as follows:—

	The number the Executive Engineers could have attended.	The number Executive Engineers did attend.
Mr. Beatty—up to the 30th April 1878	4	1
„ MacMillan—since the above date	3	3
„ Campbell, } ditto ditto	3	1
„ Rhind, }		

Due notice was given on every occasion.

The committee desire to express their thanks to Mr. Serres, the late District Engineer, for his good services during the past two years and a half, and their great regret that they are obliged to part with him. They desire to express their approval of his activity and zeal.

In conclusion I have the honor to report that as head clerk of the road cess office, Baboo Gunesh Persad Singh has worked hard and well, and has brought into good order again the office, which had suffered during his temporary deputation in the license-tax department.

I.

Statement of Village Roads executed in the Sudder Sub-division during the year 1877-78.

No.	Name of roads.	Amount spent.	Total.	By whom executed.	REMARKS.
<i>Thana Cuttack.</i>		Rs. A. P.	Rs. A. P.		
1	Chowliagunj village road	143 2 8		District Engineer.	
2	Domepara ditto	299 5 0		Ditto.	
3	Tangi ditto	100 0 0		District Superintendent of Police.	
4	Noontikiri ditto	313 14 0	856 5 8	Baboo Kali Pada Banerji, member, Road-cess Committee.	
<i>Thana Solepore.</i>					
5	Santrapore village road	247 6 0		District Engineer.	
6	Madhusudanpore village road	63 10 6		Ditto.	
7	Kulia to Kendupatna	50 0 0		Ditto.	
8	Sukarpura to Pubhans	155 15 9		Ditto.	
9	Ram Chandrapore road	25 0 0		Baboo Jaza Mohan Roy, Deputy Collector.	
10	Nandakisorpore do.	50 0 0		Baboo Ganesar Das, zemindar.	
11	Kundi village road	50 0 0		Ditto.	
12	Jagannathpore ditto	25 0 0		Ditto.	
13	Malikpore ditto	25 0 0		Ditto.	
14	Laptua ditto	50 0 0		Ditto.	
15	Prasurampore ditto	40 0 0		Baboo Naraen Prashad Lal, zemindar.	
16	Raghunathnagar ditto	30 0 0		Ditto.	
17	Kusundaspore ditto	25 0 0		Ditto.	
18	Bodhkunia ditto	3 0 0		Ditto.	
19	Mahanga ditto	10 0 0		Ditto.	
20	Naltigir ditto	82 0 0	932 0 3	Abhoy Charan Das.	
<i>Thana Juggutsingpore.</i>					
21	Tarpore village road	325 0 0		District Engineer.	
22	Sonepore ditto	80 8 0		Ditto.	
23	Raghunathpore ditto	32 12 8		Ditto.	
24	Ditto ditto	100 0 0	538 4 8	Baboo Gopal Prasad Mitter, member, Road-cess Committee.	
<i>Thana Tirtol.</i>					
25	Narsinghpore village road	34 6 0		Baboo Parikhit Das, zemindar.	
26	Nagpore ditto	6 3 0		Ditto.	
27	Nada ditto	108 10 0		Ditto.	
28	Chandrapara ditto	31 1 0		Ditto.	
	Clearing jungle, &c., for a tow-path along Mahanuddy river from Taldanda to Bhutmandi and Paradip.	500 0 0	680 4 0	Executive Engineer, Mahanuddy Division.	
	Total ... ..	.....	3,006 14 7		

H. S. BEADON, *Chairman, Cuttack Road-cess Committee.*

COPY of para. 2 of the Cuttack Collector's No. 335, of the 10th January 1879.

PARA. 2.—I have already remarked on the work of the District Engineer and of the head clerk in the latter part of paragraph 22 of my report. I now have the honor to report that both working and collecting establishments have given satisfaction.

No. 14, dated Jajpore, the 14th October 1878.

From—H. FARRER, Esq., Covenanted Deputy Collector of Jajpore,
To—The Collector of Cuttack.

I HAVE the honor to submit a report on the working of the Jajpore branch road-cess committee during the year 1877-78 now just expired.

As a separate concern, I may first note Rs. 120 sanctioned by your committee for planting and maintaining trees on the district roads near Jajpore town. The whole of this sum has been expended. The pay of two malis for the year came to Rs. 84. The rest was expended on the construction of gabions, &c. I have already made known what I think of the results hereby obtained in my No. 12, dated 23rd ultimo. I therefore beg the favour of your referring to that letter.

2. The amount originally sanctioned by your committee for the construction and repair of village roads in this sub-division was Rs. 2,500. On the 17th of April last, however, you favoured this branch committee with a cheque for a further sum of Rs. 400, to be applied for improvements in Sukinda, or in some place north of the high-level canal. Thus altogether Rs. 2,900 was placed at our disposal. This sum was finally allotted as follows:—

	Rs.	A.	P.		Rs.	A.	P.
Imamnager ...	300	0	0	Balighan road ...	90	0	0
Korai ...	746	6	7	Mohuregaon ...	100	0	0
Rambag to Palda ...	300	0	0	Markundpore ...	170	0	0
Rambag ...	100	0	0	Sasunda ...	135	0	0
Champamarai and Sreedhurpore road ...	287	2	8	Aniasipore ...	121	6	9
				Sukinda ...	550	0	0
				Total ...	2,900	0	0

3. I will first refer to the roads the expenditure on which I myself, as Chairman of the Branch Committee, personally superintended. The road I have called the Imamnager road is perhaps as important a road as any in the whole district. It connects Imamnager locks on the high-level canal with the trunk road, about half a mile below Dharmasala. As many as 25 or 30 carts a day pass over it even at this season of the year, which is a much greater number than you will find on the trunk road itself. It is also a route along which firewood is brought from jungles, and several hundred foot-passengers travel it daily. It is almost three miles long. There was a sort of a road before, but scarcely passable for carts. It is not yet all that could be desired, but there is no doubt that much improvement has been effected. The Sub-Inspector of Dharmasala superintended the work.

4. The Koran road is five miles long. This is another limb of the trunk road, which it joins at Manipore, in pergunnah Shergarah. The greater portion of the road traverses a high ridge of land: hence the small expense at which it has been constructed. It is a very useful road, but must be extended up to Pachekote. Carts will then be able to bring timber and other produce from Keonjhar and other Hill States.

5. Rs. 550 was allotted by the committee for clearing a route from Mantera to the Sukindagur. The distance is about 12 miles, and there was thick jungle for more than two-thirds of the whole length. Jungle has been cleared the whole way, and for a breadth of ten feet on the centre of the clearing the roots have been taken out. Of course where there were such difficulties in the way, so small a sum spread over so large a space has only left a mere scratch on the surface of the ground. There is, however, now some sort of a road for carts where before there was no road at all. It is unnecessary for me to say that a road there was much needed. The Sub-Deputy Collector, Moonshee Dadar Baksh, has given me much assistance in carrying out this work. The Sukinda tehsildar has also done some service.

6. The Balighan road is the road connecting Jajpore town with Balighan Ghât. Great damage was done to this road by the floods of 1877. The damage has been repaired, and the road is now in a most excellent condition. It would be a work of very great advantage to both districts if the Collector of Balasore could be induced to repair his road from the Balighan Ghât to Chataber, as this would be another link between Jajpore town and the trunk road.

7. Mahuregaon road connects the port of Mahuregaon with the Chandbally road at Barda. It is somewhat less than a mile long. This will be a very useful connection as soon as the Chandbally road can be travelled.

8. Awaseepore is a village in pergunnah Kalamatea, large and populous. The new road connects it with the Binjarpore-Indpore district road. The distance is short, but the route is perilous, as I now find it is subject to most destructive floods from the river Brahminee. The allotment was made at the request of all the villagers.

9. The above is a brief description of the roads kept in *khas* management. The roads under private supervision were—

(a) The road from Rambag to Palda. The distance is about two miles, but one quarter mile has not been completed. The road goes through low-lying paddy-fields the whole way; but it is of course very desirable to connect such a large and important village as Palda with the town. Chowdhury Sahadeb Mahapater had the management of this.

(b) The Rambag road required a good deal of repair. Baboo Dayanreedhee Punda received Rs. 100 for the purpose of improving it. It is in a better state than it was, but the Honorary Magistrate of Rambag is still far from satisfied with it.

(c) The Champamarai and Sreedharpore road is designed to connect the village of Champamarai with a chain of important villages lying in the angle between the Binjarpore and Rambag roads. It crosses a low tract of country, and joins the Rambag road near Rambag. The distance is considerable, as may be seen on the map, and nothing more than a mere foot-path has been constructed. It would not be advisable to construct anything better here, as the country is subject to heavy floods. Baboo Sheebo Prasad Das has supervised this work.

(d) Markundpore road, } Pergunnah Teesaneea.
(e) Sasunda road, }

These roads have been under the management of Naraharee Doby. They are both of them links connecting the Binjarpore district road with important villages. The Sasunda road is about a quarter of a mile long, and is entirely new. The Markundpore road existed before in an unfinished state. The Sasunda road will be chiefly used as a village path; but the Markundpore road is designed to be a cart road, as well as useful to all foot-passengers. On the latter road one bridge has been constructed this year, and Rs. 99-12 spent on earthwork.

10. In all the work done by native gentlemen I find a great disregard of the elementary truth that the shortest distance between two points is a straight line. I also find that they let out the work on contract, and are very much at the mercy of the contractor. This is very unfortunate, as all these petty contractors have remarkably oblique conception of honesty. Of course they are very glad indeed to get the road always, but would much prefer to have it constructed for them, as they are seldom competent to direct the work. They certainly are very zealous; and if the District Engineer, when on tour, could manage to visit and give

them instructions occasionally, their zeal would be tempered with much more discretion. I should also be very glad indeed if the District Engineer would, whenever in the neighbourhood, inspect any work going on under my management. When the road is at a considerable distance from my head-quarters, I have of course very few opportunities of inspecting it, and in this way things often go very far wrong.

11. There have been three road-cess meetings during the year, at which the attendance was 8·7 and 7 and 7 respectively. Other meetings were fixed, but a quorum could not be got to attend. The difficulty to get together a quorum does not arise from the absence of interest in the work, but very often from *bond fide* inability to attend on that particular day. I have therefore found it convenient to do business very often with one or two members at a time. By inviting each member to make suggestions whenever it is convenient for him to do so, I obtain from each individual all that he knows of the requirements of the sub-division. The circumstances of a branch road-cess committee like this are somewhat different from the circumstances of the district committee. Your members are mostly residents of the town. Many of the most important members of this committee reside at a considerable distance. I am therefore very unwilling to have it said that the members here take no interest in the work, because they do not attend the committee meetings.

12. On the 7th August last I received a cheque from you for Rs. 20 as an advance for the payment of boat and manjhee hire for the Madhua nullah, on the Kooakhia road. Out of which sum Rs. 9-14 was expended on boat hire and pay of manjhees, and the balance refunded to the treasury on the 27th ultimo.

No. 18, dated Kendrapara, the 25th October 1878.

From—BABOO ANNADA PRASAD GHOSE, Deputy Collector, Kendrapara,
To—The Collector of Cuttack.

I HAVE the honor to submit the annual report of the local works executed during the cess year ending on the 30th September last, together with the prescribed statements A and B.

2. A sum of Rs. 1,750 was placed at the disposal of the branch committee for the construction and repair of village roads, of which Rs. 223-1-3 had to be refunded on the last day of the year, being the unexpended balance of the sanctioned amount. Rs. 200 out of the amount refunded represent the estimated cost of a road which was proposed to be taken from Chandole to Gobrahat across country, there being no outlet from the latter place to the trunk road during the rainy season except *via* Kendrapara, a long detour, and at times attended with much inconvenience. I inspected the site of the proposed road during my last cold-weather tour, and wrote to the Rajah of Aul and some other proprietors for a bit of cultivated land through which the road was to pass, to avoid future complications. The land is about half an acre in all, and all the parties concerned, I am glad to say, have voluntarily given up their respective portions free of cost. By the time, however, that the last reply was received, the ground was under crop, and it was thought inadvisable to commence the work then, as it would have involved payment of compensation to a number of ryots for loss of crop for which the branch committee had not sufficient funds. This circumstance explains why the amount of Rs. 200 had to be refunded, and not that the branch committee could not expend Rs. 1,750 during the year.

3. It will be seen from statement A that on some of the roads, *i.e.* Nos. 8, 15, 16, and 17, the expenditure was much greater than the amount sanctioned by the branch committee. With respect to No. 8, the original grant was Rs. 200, the villagers having agreed to supplement it by Rs. 50 on accidental conflagration having destroyed the whole village, the people could not make good their promise, and the committee managed to meet the excess from the amount set apart for contingencies. With reference to roads Nos. 15, 16, and 17, the excess expenditure of Rs. 1,050 has been contributed by Baboos Juggernath

Baboo Juggernath	...	Rs. 750
„ Ramgobind	...	300

Bromarbur and Ramgobind Jugdeb in the proportion as shown on the margin. These roads pass through their estates, and are calculated to benefit not only their own tenantry, but the public at large. The thanks of the

road-cess committee are due to them.

4. All the works executed by the branch committee during the past year are new ones. By far the most important is No. 15, which strikes off from the Chandbally road from near the Gogooah bungalow and, passing nearly in a northerly direction, connects it with Tumbalo Sasun and Chundunpore, two important villages in pergunnah Chowdkulat. Tumbalo is midway between Indpore and Pattamundie on the Pattamundie canal, and people from Chowdkulat and places beyond the Brahminee, who had occasion to come to Kendrapara during the rainy season, had to do so either *via* Pattamundie or Indpore. The construction of this work has really been a boon to the people. Properly speaking, the road is not a new one, for it existed during the time of the Mahrattas, and had nearly disappeared for want of repairs and by gradual encroachment of the ryots holding land along its sides. Portions of it, however, still existed, and no difficulty was met in tracing it. A good substantial wooden bridge of four spans of eight feet each has been put up on the *jore* adjacent to the bungalow. I had at first intended to allow a

waterway of 16 feet; but with the advice of the late Mr. Campbell I doubled it, reckoning upon the assistance of the two gentlemen named above, and with their liberal aid I succeeded in accomplishing the work. Roads Nos. 8, 9, 17, and 18, are also important ones, being feeders to the main trunk road. No. 14 is a great local improvement. Between the Pattamundie bungalow and police-station there was a great gap, which was almost impassable during the rainy season. The gap has been closed and a pucca culvert made for the drainage of the spill waters of the Chota Brahminee during the freshes. The whole of the road passing by the thana and the post-office has been repaired under the superintendence of the naib of Pattamundie, a member of the branch committee.

5. I cannot help bringing to your notice in this place the trouble I had last year to get accounts and returns from some of the parties entrusted with the execution of the works allotted to them. Being entirely a labour of love, I was unable to bring any pressure to bear on them. Some of them left the works for months together on their private business, and I had to send in some blank returns, although work had been going on under karpardars, who would on no account submit any return in the absence of his master. Difficulty was also experienced in supervising some works which, in the absence of any respectable people to undertake them, had to be let out on contract. The municipal overseer had to be deputed several times last year to measure up the earthwork done by a contractor and prepare the accounts. All these difficulties would be obviated if one of the road-cess sub-overseers were posted here. He will look after the district roads and assist the branch committee occasionally. I request that this subject may have your consideration, so that the branch committee may not experience the difficulties complained of during the current year.

6. Statement B speaks for itself. I am sorry to have to confess that, with the exception of one or two members, none of the others took that degree of interest in the work which it is the desire of Government that they should; and it is to this circumstance that there was no quorum in one of the two meetings held during the year. From the very nature of things the members of a branch road-cess committee must come from different parts of the sub-division, and members, being far off from head-quarters, consider it an irksome duty to attend committee meetings, though few and far between. The irregularity of attendance is attributable partly to this cause also. I hope the results of this year would be more satisfactory.

II.

Yearly account of Village Roads in the Cuttack District, Kendrapara Sub-Division, for the year ending on the 30th September 1878.

Number.	NAME OF WORK.	Sanctioned allotment.	Description of work performed.	Total amount expended on each work.	Balance.	REMARKS.
		Rs. A. P.		Rs. A. P.	Rs. A. P.	Rs. A. P.
1	Patterpore road, killa Aul	37 8 0	Earthwork and turfing ...	37 8 0	.....
2	Mahadeipatna ditto	22 8 0	Ditto ditto ...	22 8 0	.....
3	Sanamong ditto	37 8 0	Ditto ditto ...	37 8 0	.....
4	Batipara ditto	37 8 0	Ditto ditto ...	32 8 0	5 0 0	
5	Saera ditto	22 8 0	Ditto ditto ...	22 8 0	.....
6	Dahianta ditto	22 8 0	Ditto ditto ...	22 8 0	.....
7	Karna to Apipore, pergunnah Tikan	60 0 0	Ditto ditto ...	60 0 0	.....
8	Itipore to Cawnpore <i>vid</i> Ghigria and Nilkana	250 0 0	Ditto ditto ...	250 0 0	.....
9	Bisunpore to Bhaghatpore <i>vid</i> Samsundarpore, pergunnah Asuresvar	150 0 0	Ditto ditto ...	150 0 0	.....
10	Haldia road, pergunnah Asuresnar	15 0 0	Ditto ditto ...	15 0 0	.....
11	Jaganathpore road, pergunnah Utikan	50 0 0	Ditto ditto ...	50 0 0	.....
12	Kakuripah, pergunnah Utikan	10 8 0	Ditto ditto ...	10 8 0	.....
13	Pattamundie, Nayabasti, pergunnah Utikan	10 12 0	Ditto ditto ...	10 12 0	.....
14	Pattamundie police station road	71 12 0	Earthwork and a pucca culvert	71 12 0	.....
15	Tambalo road, pergunnah Chowdakulat	320 0 0	Earthwork and a substantial wooden bridge of four spans	731 8 6	.....	Excess 411 8 6
16	Kadliban to Mulbasant, pergunnah Chowdakulat	200 0 0	Earthwork and a pucca culvert	632 11 6	.....	.. 432 11 6
17	Batipara to Poholo, pergunnah Chowdakulat	120 0 0	Earthwork and a substantial wooden bridge of four spans	325 2 0	.....	.. 205 2 0
18	Arnah road, pergunnah Chowdakulat	8 0 0	Earthwork	8 0 0	.....
19	Kaipara road, pergunnah Lahakhand	20 0 0	Ditto	20 0 0	.....
20	Sanguria road, pergunnah Tikan	40 0 0	Ditto	22 9 0	17 7 0	
21	Goirahat to Chandole, pergunnah Derabisi	200 0 0	.....	.....	200 0 0	
	Contingencies	44 0 0	.....	43 5 0	0 10 8	
	Total	1,750 0 0		2,576 4 9	223 1 3	

KENDRAPARA SUB-DIVISIONAL OFFICE,

The 25th October 1878.

ANNADA PRASAD GHOSE,

Deputy Collector.

APPENDIX A.

Abstract of particulars regarding meetings of District Road Committees for the year 1877-78.

Commissionership.	District.	NUMBER OF MEMBERS FORMING COMMITTEES.		Number required to form a quorum.	Number of meetings held.	Meetings at which there was no quorum.	Average attendance at meetings.	Number of members who did not attend any meetings.	NUMBER OF MEMBERS WHO ATTENDED ONLY—						Percentage of average attendance to whole committees.	REMARKS.
		Official.	Non-official.						One meeting.		Two meetings.		Three meetings.			
									Official.	Non-official.	Official.	Non-official.	Official.	Non-official.		
Orissa ...	Cuttack ...	6	12	6	7	...	10	1	...	1	...	2	1	1	55.5 per cent.	

CUTTACK ROAD CESS OFFICE, the 8th December 1878.

H. S. BEADON, Chairman.

APPENDIX A.

Abstract of particulars regarding meetings of the District Road-cess Branch Committees for the year 1877-78.

Commissionership.	District.	NUMBER OF MEMBERS FORMING COMMITTEES.		Number required to form a quorum.	Number of meetings held.	Meetings at which there was no quorum.	Average attendance at meetings.	Number of members who did not attend any meetings.	NUMBER OF MEMBERS WHO ATTENDED ONLY—						Percentage of average attendance to whole committees.	REMARKS.
		Official.	Non-official.						One meeting.	Two meetings.		Three meetings.				
										Official.	Non-official.	Official.	Non-official.	Official.			Non-official.
Orissa ...	Cuttack, sub-division Jajpore ...	4	18	7	7	4	7	11	1	3	2	1	1	3	31.8	
Ditto ...	Cuttack, sub-division Kendrapara ...	1	15	5	2	1	6	5	1	7	1	3	...	...	37.5	

CUTTACK ROAD CESS OFFICE, the 8th December 1878.

H. S. BEADON, Chairman.

Copy of District Engineer's Report No. 32, dated 20th November 1878.

1. I AM sorry to have to report that of the large allotments in last year's budget for original works only four estimates were submitted and passed, and allotments were made from reserve for the completion of three other works.

2. The first was an estimate for Rs. 250 for a culvert at the 43rd mile of the Chandbally road. This estimate was sanctioned the year before last. Rs. 1,610 were allotted for culverts on this road this year, but as the discharges required were not obtainable, the estimates could not be framed. The work executed cost Rs. 248-15-9.

3. The second estimate passed was for diverting the Madhua nullah channel from where it passed under the timber bridge on piles at the 9th mile of the Koakhia and Jajpore road to the breach and broken bridge in the same mile. The estimate of the work was Rs. 825 and the total cost Rs. 772-5-8. The budget allotment for this work was Rs. 6,821. This included the closing of the breaches and reconstructing the bridge after allowing sufficient waterway for the spill water from the river. The work executed is only a small part of the scheme, and it will be observed that the pay of the draughtsman and the cost of surveying, &c., amount to almost half of the estimate.

The draughtsman was employed in copying the irrigation plans of the Byturnee river from Aquapudda, or from where the "Buda" river bifurcates, to Jajpore and on to Kuttikutta and Chandbally; from Aquapudda to Tajpore to show the direction of the river and the points where the water spills over the country, and from Jajpore on to Kuttikutta for the Jajpore and Chandbally road. Besides this he has copied plans of all other works done last year, and proposed to be done but not yet sanctioned. His pay should have been charged under the head of each separate estimate, but I found that it was not likely that all the estimates could be sanctioned, and so charged his pay to the estimate on which he expended most of his time. When I recommended that a large allotment should be made for the reconstruction of the broken bridges, &c., on the 9th mile of Koakhia and Jajpore road, I had very vague ideas as to what was necessary, as no plans, &c., were to be had, and I had only been over the country once (nothing can be seen by simply going over the road).

I have now surveyed the road, had all the water channels that led to the breaches and broken bridges surveyed, cross sections taken of the land above and below the breaches (to calculate the discharge), and a copy of the irrigation survey of the river bank made. The plotting of this work is not complete. I see but three courses open in treating this scheme.

The first and most expensive one is to reconstruct the bridges adding new arches to the three existing arches (pulling down the old arch which is cracked) until the required waterway has been obtained.

The second and cheaper way is to make a large double causeway sloping from the broken bridge into the breach, so keeping the large breach open and rising to the top of the two-arched bridge down into the opposite breach and up to the road. I am not certain that the second breach could not be closed. I have only calculated the discharge approximately, so place no dependence on it.

The third, and by far the best, course is to embank the river and so protect the road and the country; then I am certain that the existing part of the bridge will be found quite sufficient to pass the drainage of the country, and the breaches might be closed after making an abutment and wing walls to the arch left exposed. The Irrigation Department propose making an embankment along the right bank of the Byturnee to protect their distributaries. If the embankment be produced down the left bank of the Buda it will not protect the country, but this portion of the road. The road-cess committee might subscribe some portion of the cost of embanking these rivers; and it would pay them to do this rather than to go in for a heavy expenditure in making either a bridge or causeway. The Superintending Engineer is quite right in his remarks, on passing the estimate, that the road was a very difficult one to deal with, as it crosses the drainage of the country at right angles. Consequently the spill water of the rivers passes either over or under it; and not only this, but it crosses the river Khursuah, the river Buda, and the Keah nullah in the short distance of ten miles. The Doodia nullah is crossed by the 19th arched bridge. I am sorry to say that the road is not the worst laid out road in the district, but it is one on which most expenditure has been incurred. The road is a most important one, as the pilgrim traffic on it is enormous. A better alignment perhaps might have been from Hautsy bridge, where the trunk road crosses the high level canal, or from the left bank of the Khursuah opposite Khunditur, along the left bank of the Khursuah, a short distance and then branching off and keeping along the high land to the point where the Koakhia road now crosses the river Buda, so abandoning five miles of the road and the 19th arched bridge across the Doodia nullah. This would save the cost of maintaining all the seven causeways and a number of culverts which are more or less out of repair. The disadvantage of this route is that it strikes the trunk road about six miles further from Cuttack, and you would still have the Khursuah to cross, but by a much better ferry. The last five miles should be enclosed by the embankment above mentioned.

4. The third estimate sanctioned was for a pucca bungalow at Patpore, on the 17th mile of the Sonapore road. The estimate is Rs. 1,346, and this amount was to have been expended out of the allotment of Rs. 1,660 made for a pucca bungalow at Ostiah, on the 64th mile of the Chandbally road. An estimate was framed and submitted for the above amount, but the committee decided that it was a large sum to expend on a building required only now and then by an officer on duty. The District Superintendent of Police said that he thought that a building costing about Rs. 300 was quite sufficient for the purpose, and that he would undertake to build a bungalow with sufficient accommodation for that amount. The committee availed themselves of the offer, and said that the balance might be made use of in constructing a bungalow on some other road: hence the estimate, which was sanctioned so late in the season and year that no work could be undertaken.

5. The road-cess and municipal office, for the completion of which a grant of Rs. 2,229 was made in the budget, was not completed within the road-cess year. The contractor having failed to fulfil his contract, the work had to be completed departmentally. There was not much work remaining to be done, and what there was has been completed since, though the completion report has not yet been submitted. Of the allotment for 1876-77 of Rs. 2,000 only Rs. 1,346-12 was spent, leaving a balance of Rs. 653-4; and for the year 1877-78 Rs. 2,229 was allotted. This sum would not complete the work, so the balance from 1876-77 was asked for to be transferred, making a total sum of Rs. 2,882-4, of which was spent this year Rs. 2,782-3-2, leaving an unexpended balance of Rs. 100-0-10 for the completion of this work. I have written to the Collector and Chairman stating that this sum will probably not suffice, and that the estimate might be exceeded by Rs. 100 or so. This is on account of the contractor having made double doors and windows when only single doors were estimated. This extra work was done on the contractor's own responsibility, and he might be ordered to remove the extra work; but as I thought I might be able to cover the extra cost out of contingencies, I suggested that they might be allowed to remain. Now that the work is complete, I do not think that the estimate will be exceeded by the sum mentioned.

Of the three works for the completion of which allotments were made from Reserve.

6. The first is the 39th mile timber bridge on the Chandbally road. The estimate and plans of the bridge were passed during the year 1876-77, and as the work was not completed during that year an allotment for the unexpended balance was applied for and was transferred from reserve (Rs. 742-8-3). The bridge was completed for Rs. 619-8-8. The total estimate was Rs. 1,485, and the total cost Rs. 1,292-0-5. The bridge is a timber bridge on piles, and replaces the rotten timber and palmyra bridge on the 39th mile of the Chandbally road.

7. The second is the timber bridge on the 16th mile of the Jajpore and Kendrapara road, on the portion between Bunjarpore and Indpore. This bridge spans the Samiah nullah. The estimate for this bridge was passed in 1877-78, and during that year only Rs. 733-4 of the sum was expended, as a lot of bad work was rejected and had to be re-done. An allotment for the balance, viz. Rs. 476-12, was applied for; the total estimate of the work was Rs. 1,210, and the total cost Rs. 1,208. Though the bridge has been built on the worst laid-out road in the district, and though there are no carts in this part of it, I think the sum has been well laid out, as the bridge is a great boon to the cultivators of this vast water-logged area. Foot-passengers, oxen with agricultural implements, and pack-bullocks, pass all the year round. The traffic during the rains is only local at present, but hopes are entertained of opening up this part of the district when the country is more protected by the rivers being controlled.

8. The third allotment was for the completion of the timber bridge on piles on the 25th mile of the Jajpore and Kendrapara road, that portion between Indpore and Kendrapara. The bridge is across a large breach in this road, five miles from Indpore; the spill water of the Gobri river and the drainage of the country pass under the bridge. The estimate was submitted and passed in 1876-77. Only Rs. 700 of the amount was expended, on account of bad work not being passed; the balance was asked to be allotted from reserve. Of this sum, viz. Rs. 502, Rs. 225-6-11 was spent in completion of the work. The total estimate was Rs. 1,202, and the total amount expended on the work was Rs. 955-6-11. The saving shown in the 39th mile bridge on the Chandbally road and the 25th mile bridge on the Jajpore and Kendrapara road is accounted for by the contractor having failed to complete his work. It was finished departmentally, and a bulk of the contingencies was so saved. Besides this, a lot of round timber was saved in the retaining piles.

9. Rs. 1,151 were allotted in the budget for 1877-78 for increasing the slopes of the road from 2 to 1 to 3 to 1, from the 58th mile to the 65 $\frac{1}{4}$ th mile of the Chandbally road;

Rs. 5,217 were allotted for four new timber bridges with masonry abutments for the 58th, 59th, and 60th miles of the Chandbally road;

Rs. 1,851 were allotted for constructing masonry abutments to three timber bridges on the 40th, 43rd, 64 $\frac{1}{4}$ th miles of the Chandbally road.

The above sums were not expended, as the estimates had not been submitted. The works all referred to the Chandbally road. The committee, at their meeting on the 15th of March 1878, decided on petitioning Government to take over the road, and, pending a reply to this letter, the bulk of the original work estimates were suspended, although the data were collected.

10. The first two allotments above mentioned are for the worst portion of the Chandbally road, and were suggested by the Superintending Engineer, Mr. Barnfather, in his report on that part of the road before the great break in the Gurgoria nullah had occurred. The Gurgoria nullah, as you are aware, is a channel running through the narrow bank of land formed by the loop of the Khursuah river. The road from Aul to Ganja was unfortunately taken across this channel, and along the land surrounded by the river. A glance at the map will show that the river during floods must bank up at this point and overflow the country, and no embankment could be expected to stand across such a channel, whose fall in about a thousand feet is about 2 feet. The first embankment having breached, a heavier embankment was thrown up. This withstood the floods of one season, though the road through to loop was greatly damaged. The year I took over the charge of the road it was decided that nothing should be done to it. That season during the rains the floods carried the embankment entirely away, so that no trace of it was left, and the channel had increased from about 25 feet to about 100 feet. I then stated the futility of attempting to embank this channel, and said that the river would adopt this as its channel, and that the original would silt up. This is what is now occurring; and not only this, but the height of the river during floods is greatly diminished, and the country above the Gurgoria nullah, which used to be submerged during every flood, is now comparatively free of water, but the country below is suffering, and will continue to do so until the river deepens its channel, which it will do in a year or so. The country above the Gurgoria is by far the most fertile, and the damage done is comparatively *nil*. As I have above stated, the opening up of this channel has reduced the height of the floods above Aul to a considerable extent. The country on the left bank (which is unprotected by embankment), which used to be submerged during almost every flood, has now never more than a foot or so of water over it during the highest flood.

11. I have carefully examined the country, and have come to the conclusion that the part of the road that branches off from the Pattamundie to the Aul road, at the 56th mile from Cuttack and runs past Aul to the south and on through the loop of the Khursuah river to Ganja, should be abandoned, and that a new piece of road should be constructed from opposite the end of the Pattamundie and Aul road, viz. opposite the 57th mile crossing, just above where the Khursuah branches and keeps along the left bank of the left branch to Ganja, and skirting Ganja, to the north through Ganja hat and on to the 62nd mile. This route crosses numerous watercourses and two important channels, one of which is mentioned in the classified list (No. 37). These channels are navigable during floods between the Byturnee and the Khursuah, and one of these is navigable for some distance during high tides the greater part of the year. The channel between Marigaon and Ganja is embanked across in several places to retain the water for fishing, &c.

I have made a preliminary survey of this line, and think it will cost more than the Rs. 5,000 allotted for reconstructing the original road; but it will save the extra ferry, and will shorten the road to be maintained by a mile.

12. The allotment of Rs. 1,851 for constructing masonry abutments to three timber bridges on piles. I find that the 43rd and the 64th mile bridges will require reconstruction entirely. New bridges will have to be estimated for, as the existing bridges are unstable. The platform of the 40th mile bridge was removed during 1876-77; the retaining planks and the abutment piles are ant-eaten, but I think that they are strong enough to last another year or so. I am exceedingly sorry to say that I have not obtained the discharges through these bridges, which will be required before the estimates can be made for their reconstruction.

13. I have to mention four allotments for original works which had to lapse on account of the estimates not having been passed, the work not being able to be executed, and the last not being required. The first is an allotment of Rs. 750 for a timber bridge with masonry abutments across the Buda nullah, on the fifth mile of the Jugutsingapore and Jappore road. I applied for double this sum; but in passing the budget estimate the committee stated that this was much too great a sum to be expended on an unimportant road, and that as the Katjuri river had been embanked across at Singarpore, the waterway of the bridge might be reduced, and so passed Rs. 750 and told me to do my best with that amount. I submitted a plan and estimate in April last for a bridge of the same height and span and greater waterway than the then existing bridge (by reducing the number of piles). This estimate is yet with the Executive Engineer, Mahanuddy division.

14. As the old bridge was in a dangerous state, I put the construction of the new work in hand, stipulating with the contractor that payment should only be made when plans and estimates were sanctioned. Knowing that the height of the bridge would not be altered, though, should more waterway be decided upon, the bridge could be lengthened, I have omitted the retaining planks and piles, and have only put up temporary hand-rails of bamboos. This work has been executed, but payment has not been made on it as yet.

15. The next allotment is of Rs. 1,000 for the Ersema road. This road is from the 36th mile of the Taldanda road to Ersema, the centre of a vast rice-growing tract of country. I have adopted the existing cart tracks, keeping as much as possible on the "Purriah", or waste land, so as to save taking up land for the road. Excepting the last mile and a half of the road, I have kept on the surface of the country, merely demarcating the road by lock spits. The last mile and a half I have raised on an average about three feet. This is on account of the road running through paddy-fields, and would be under water for the greater part of the year. The estimates amount to Rs. 6,000. The next allotment is of Rs. 130 for constructing a halting place at the end of the Chandbally road. The estimate and plan for this was submitted and passed, but the work could not be carried out, as the land was not taken up in the first instance, and there was too much water over the country; in the second, the work should be put in hands just after the paddy cutting, as the earth is then moist enough to cut. During the dry weather it is too hard, and during the rains too wet. The last allotment was of Rs. 51 for constructing landing stages at the ghâts or ferries. As the Government had taken over the ferries from the Road Cess Department, the repairs to the landing stages and slopes are no longer under the Road Cess Department.

16. Of the village roads I have submitted estimates for Rs. 2,196, and have executed work amounting to Rs. 2,170-2-3 of these in Cuttack thana:—

(1) Chowliagunj village road was reconstructed at a cost of Rs. 143-2-8. This road leads from No. 2 bridge of the Taldanda canal, near the end of the Taldanda loop road, through the village of Chowliagunj to the 2 $\frac{1}{2}$ miles of the Taldanda road. The works consisted of levelling the road, cutting drains, and in the village sand-metalling the surface of the road. Stagnant water used to stand in the centre of this large village, and the people had to walk through slush and slime during wet weather. This outlay has greatly improved the road, which has now a hard surface, and is drained fairly well. The second was a grant of Rs. 300 (of which Rs. 299-5 was spent) for the repairs and reconstruction of the Patpore and Domepara road. This road connects the Rajah's house and village of Domepara with the 17th mile of the Cuttack and Somepore road. A small timber bridge has been made; the jungle cut, and the road cleared, levelled, and smoothed. The total amount expended by me in Cuttack thana was Rs. 442-7-8. In the Jugutsingapore thana Rs. 32-12-8 was spent in Rughoonathpore, Rs. 80-8 in Somepore, and Rs. 325 in Tarpur village roads. The first was repairs to a road constructed some time ago between Rughoonathpore and the Taldanda road, only a short road; the work consisted of earthwork dressing and turfing, Rs. 80-8. In the Somepore road the work was for constructing the existing track between the village of Somepore and the Taldanda road, joining it opposite the bridge on the Somepore lock of the Taldanda canal. The work consisted chiefly in raising the road, skirting the blind *jore*, and carrying it up to the road through the slush caused by the percolation water from the canal. The zemindar has promised to make a bridge across the water channel that crosses this road near the village.

(2) The Tarpore village road was a road proposed by the Superintending Engineer. It connects the Taldanda road with the Tarpore lock of the Taldanda canal; the traffic crosses the canal by the lock bridge and the river on the other side by the ferry. The work was urgent, and was put in hand very late in the season; and as the allotment for this thana was nearly expended, the amount of this estimate, viz. Rs. 325, was asked to be allowed to be transferred, as the work was urgent. Six contractors were put upon it, and the work was nearly complete at the end of the year, so I asked to be allowed to draw the amount according to

the estimate, and to send in the contractor's receipts with the voucher when the work was complete. This was done, and I have submitted the contractor's receipts attached to my voucher. The work consisted of earthwork in embankment, sand-metalling the surface, and dressing and turfing the slopes. I am afraid that before this road is made passable in all weathers a small timber bridge of about 10 feet span, at a cost of about Rs. 120, will have to be made to pass the drainage that passes between the canal and the road. The total cost of work executed in Jugutsingapore thana amounted to Rs. 438-4-8. In the Sahpore thana I submitted estimates for four roads amounting to Rs. 523, and executed work costing Rs. 517-0-3. The first work was for the repairs to the existing road between Kolia and Kendupatna lock of the Kendrapara canal. Kolia is on the Chandbally road. This road was made by one of the Executive Engineers in charge of the Beropa division, and runs upon the berm of a distributary. I asked permission of the late Mr. Campbell, Executive Engineer, Beropa-Brahminee division, to be allowed to keep this road open, and when granted I repaired the cart tracks and raised the road in the low parts. The work consisted chiefly of earthwork; a little turfing was done, and a wooden pipe was set to carry off some of the drainage. The irrigation channels from the distributary cut the road up very much, and to prevent this numerous shoots will be required, but the road answers its purpose well enough as it is. The next estimate was for the reconstruction of the Sookerpara and Poobhansi road. This road takes off from Sookerpara outpost, on the 25th mile of the Chandbally road, and passes through two large villages and ends at Poobhansi ferry across the Kendrapara canal, about two miles below the Lokenathpore lock. The work consisted of earthwork, dressing, and turfing, and the construction of a timber bridge on piles. The road is now passable in all weathers, as it has a timber and masonry bridge upon it. It is an important road, as a number of pilgrims attended the temple at Poobhansi.

(3) The next estimate was for the construction of a road in Mudhoosudanpore. This was simply for the improvement of the existing cart track, and is an expenditure of Rs. 66 for a local road.

(4) The next and largest estimate, viz. of Rs. 251, was for the construction, reconstruction, and repairs to the roads in and around the large villages of Santrapore and Rughoonathpore. The road or track between Rughoonathpore on the Mahanuddy river-bank, where there is a hat and police outpost, to Santrapore, was repaired and reconstructed in parts. This road is now passable during dry weather, but during heavy rains and floods the drainage and spill water passes through between the two villages. A bridge of about 25 feet span from and to the high ground on either side of the channel would make the road passable in all seasons. Rs. 150 to Rs. 200 would be well laid out in constructing this bridge. Palmyra trees are available, and but little timber will be required. The road through Santrapore was repaired, and in parts reconstructed. The jungle and encroachments were cut down some years ago and sold by auction, and the proceeds were to go towards the repairs of this road. The amount, Rs. 56-11-0, has now been credited to the road-cess funds. A road was constructed from Santrapore to the school, which is situated on high ground near the bank of the Mahanuddy river. In the Tirtole thana, in the sudder sub-division, no roads were estimated for or constructed by me. This report does not include the Rs. 500 given by the Collector and Chairman to the Irrigation Department to cut the jungle and clear away snags from the banks of the tidal rivers and creeks near False Point; the allotment made by the Collector and Chairman to zemindars and others for village roads in the sudder sub-division; the works executed in village roads by the sub-committees of Jajpore and Kendrapara; nor the allotment made by the committee to the Irrigation Department for the improvement of creeks and khals.

17. I submitted an estimate for Rs. 5,000 (which I saw could not be spent on the last nine miles of the Chandbally road) for metalling the worst part of the first portion, that is from the 5th to the 9th mile, which is of pure sand, and is very heavy for cart traffic during the dry season, when the traffic is greatest. When this estimate was submitted (after the receipt of the Government letter refusing to take over the Chandbally road), the committee said that it was a great sum to spend at once, and that they would sanction Rs. 4,500 for metalling the worst parts of these miles; so I revised the estimate and submitted one for Rs. 4,629, which was sanctioned by the committee, provided that it was passed by the Superintending Engineer and approved of by the Commissioner. The Superintending Engineer passed the estimate as an estimate, but doubted the advisability of improving any part of the road above the average, as the laterite metalling would. He stated that in the Madras Presidency they had a way of sand-metalling which he thought should have at least a trial here, and drafted an estimate showing smaller expenditure in improving the same portion of the road. The method proposed by him was excavating nine inches or a foot of the surface of the road to the width required, of filling in and ramming firmly two-thirds or three-fourths of the excavation with stiff clay, and forming a surface over this with a portion of the sand excavated. This, if well-kept, would make a very good unmetalled road. Of course it cannot be compared to a metalled road, but it is cheaper both in construction and maintenance. The Commissioner approved of my estimate for metalling, but suggested that the committee should consider the Superintending Engineer's method of improving the road. The matter being again referred to the committee, they withdrew their sanction to my estimate, and ordered that an estimate should be submitted for improving the road after the Superintending Engineer's method. I think that the method is well worth the trial, but I do not agree with the Superintending Engineer as to the advisability of improving this portion of the road above the average. I think that this portion of the road should be decidedly the best, as the traffic returns on the Chandbally road show the traffic increases rapidly as it nears Cuttack, until at Khyra bridge, which is at the 5th mile of the road and at the 2nd mile of the

Kendrapara canal; the cart traffic amounts to 1,838 carts a week passing to and fro, while at the 12th mile it is 1,282.

At the 16th mile it is 2,346* carts.

* The extra traffic on the 16th mile is due to the Mahenga road, which takes off here.

"	20th	"	"	763	"
"	25th	"	"	786	"
"	28th	"	"	1,525	"
"	33rd	"	"	1,590	"
"	38th	"	"	1,565	"
"	43rd	"	"	1,436	"

This is per return taken in last May. I am exceedingly sorry that I have not been able to spend more than the small sum of Rs. 16,551-0-9 in original works during the year.

18. In the repair and maintenance of the roads in the district for the year 1877-78, I will take them according to their importance, or as I have placed them in my new list.

The Cuttack and Chandbally road had an allotment of Rs. 5,337, and a supplementary allotment of Rs. 372 was asked for to cover a supplementary estimate submitted by me for sand-metalling the surface of the portions of the road that are in stiff clay, that is to say, to the portions of the road to which sand could be brought from a short distance. The Collector and Chairman proposed that the repairs should be executed by the establishment or a permanent staff of coolies. In accordance with this idea an estimate was submitted, amounting to Rs. 3,818. This was passed, but when appointing the men it was thought easier to put extra men on them to reduce them, so, instead of the estimated number of 48 coolies, 12 sirdars, and 2 mohurirs, 37 coolies, 9 sirdars, and 2 mohurirs were appointed. These men formed nine gangs at five miles apart from the 3rd to the 50th mile. Each gang had a hut, tools, and badges allotted them. At first they did not know what to do, and the mohurirs did not know how to instruct them. They began by throwing up any amount of earth on the road, filling in all the ruts, and raising the road unnecessarily; but after going once or twice over the road, and showing them that raising the road was of no use, as the stuff thrown up was soon ground to dust and blown away, they began to comprehend what was required of them, so they cut the ruts down, smoothed the road and levelled it, and kept on filling in the ruts with wet clay and ramming them until they had it in perfect order. I have been in this district for seven years, and have known the Chandbally road for five years, and have never seen it in such good order as when I last saw it from Cuttack to Pattamundie. The estimated cost of the establishment, with huts, tools, and contingencies, was Rs. 3,818, and the actual cost was Rs. 3,014-1-5. Beyond Pattamundie the road was repaired in the ordinary way; the ruts and breaches were either sloped or filled in as it seemed necessary. But the work was put in hands rather late in the season, as the traffic had commenced. This work consisted chiefly of earthwork, turfing, removing hoonkas, cutting jungle, and sand-metalling. I found the sand-metalling such an improvement, that I prepared and submitted supplementary estimates for sand-metalling the most important roads, and Rs. 372 was granted for this work on this road. The total amount expended in sand-metalling was Rs. 565-1-9. The unexpended amount from my estimate for establishment I asked to be allowed to be spent in repairing the metalling on the 3rd to the 5th mile. This was granted, so I spent Rs. 624-14-9 in putting these two miles in thorough good order. The metalling and tree planting have immensely improved these two miles. What was formerly a barren, hot, sandy waste, is now a cool and delightful road. The total cost of repairs to the Chandbally road was Rs. 5,558-4-4. Rs. 650 were estimated as the probable cost of repairing and maintaining the four inspection bungalows on the Chandbally road. The total cost was Rs. 667-11-6,—Rs. 17-11-6 above the estimate. This is accounted for by the Doorga Pooja holidays commencing at the end of the year: and running on for ten days in the next month. Permission was granted to draw the pay of the establishment on the 30th, so the chowkidars were paid up to date thirteen months' pay instead of the twelve months' pay estimated. The causeways on the Chandbally road were repaired at a cost of Rs. 704-2-6; the estimate, Rs. 700. The actual work done was far more than was estimated. As the estimated rate for metalling was Rs. 5-12, and the work was done at Rs. 4-12 per 100 cubic feet, I got the metal cheap from the old clamps belonging to Messrs. Stoney and Co. The bridges required but little petty repairs, and this was done and charged to contingencies on causeways.

No. 1.—The Taldanda road, the metalled portion from the 1st mile to the 6th mile; the estimated amount was Rs. 750; the total cost of repairs Rs. 721-6-6. The work was fairly well done; the bulk of it was in the 2nd and 3rd miles, which were neglected the previous year. On the Taldanda road, from the 6th to 42nd mile, called the unmetalled portion, Rs. 1,779-9-10 was spent in repairs. The estimate was Rs. 1,080, and a supplementary estimate of Rs. 646 was granted, making a total of Rs. 1,726. This work exceeds the estimate by Rs. 52-6-2. This is on account of my having had *kussee lutta* planted on the drift sand that was gradually being blown over the road at the 40th mile. The road had to be diverted once already on this account, and when the Collector saw this part of the road, and saw the sand still being moved on, threatening to cover the road again, he asked me to have it planted with this *lutta*, and as this was not estimated for, it was not done until I saw the road at the end of the rains. I then ordered it to be done in spite of my estimate being exceeded thereby. If the *lutta* should thrive, it will entirely prevent the sand from drifting. The estimate for the repairs of the four inspection bungalows on the Taldanda road was Rs. 500, and the cost Rs. 517-7. The excess is again attributed to the chowkidars being paid for 13 months, when only 12 months' pay was estimated for.

(No. 4).—The repair estimate of the Koakhia and Jajpore road amounted to Rs. 565, and Rs. 559-9-2 were expended on it. The causeways were not estimated for. No sand-metalling

is required on this road. The parts that were greatly breached are in the 4th and 5th miles. The road surface was cut down. Where the causeways were washed away the sides were sloped, and around the large breaches on the ninth mile a diversion was made of about half a mile in length. A ferry was placed by the sub-divisional officer of Tajpore to pass the traffic around these breaches during the rains and floods.

(No. 46.)—The estimate for the repairs of the first 20 miles of the Somepore road amounted to Rs. 1,099, and the total cost of the work was Rs. 1,137-5-11, Rs. 38-5-11 above the estimate. On the 3rd and 4th mile, just across the river Katjuri, the zemindar allowed the Collector and Chairman to divert the road, as the then existing road and the end of the Ganjam road had been washed away by the encroachments of the river. The zemindars allowed us to construct a road from a ramp leading into a village on the right of the Ganjam road through some waste land, skirting the village on to the Somepore road. The contractor who made this diversion had cut up the zemindar's land unnecessarily, so I had to fill in the pits and to sand-metal the surface of the new road, and hence the estimate was exceeded. The repairs to this road consisted of earthwork, repairs to bridges, repairs to the two bungalows, with the pay of chowkidars for nine months, jungle cutting, setting mile-stones, turfing, a little metalling, and contingencies. Where the road passes over the hills huge stones and boulders are strewn, and it is difficult for a horse or cart to pass. These stones will have to be blasted and removed, and the surface of the road either metalled or covered with soil.

(No. 6.)—The estimate for the Fukirpara and Machgong road amounted to Rs. 840. A supplementary allotment of Rs. 458 was granted for sand-metalling. Rs. 1,329-9-4 were spent on repairs to this road, exceeding the estimate by Rs. 31-9-4. This is accounted for by the sand, earthwork, and the pay of the chuprassi exceeding the amount estimated.

The road when repaired was in very fair order, but was cut up again badly last rains. The sand-metalling on this road will not prove a success unless it is continued on for one or two years. I am sorry to say that from the 27th to the 38th mile the road is not passable for carts during the rains. This is on account of the causeways being destroyed. The causeways on this road are not protected by masonry, and when the river embankment was breached, the whole of the metalling was carried away and the causeway channel was widened and deepened. In 1876-77 I attempted metalling these breaches, and Rs. 550 was spent; but this only made the road passable during the dry season; and last year, as I had no allotment for causeways, I simply dug up the old metal and repaired it so as to obliterate the ruts that were made in it in the dry weather. These things will not answer as causeways; for when there is much water on the country, there is about 3 feet 6 inches to 4 feet 6 inches of water standing on the what is supposed to be a causeway. The first part of the road is all right. From the 10th mile at Fukirpara to Jugutsingapore and a little below it, 27th mile about, the road has culverts, and if the road is required to be made efficient throughout, small bridges or large culverts will have to be made in the place of the causeways above mentioned. Rs. 160 was allotted in the budget for the rent and pay of the chowkidar of the Jugutsingapore bungalow on the Machgong road. The pay of the chowkidar for 13 months and the rent of the bungalow for 11 months, at Rs. 10 per month, amounted to Rs. 152-4. The committee have since decided on not continuing to rent this bungalow, as the Public Works Department intend maintaining an inspection bungalow at this place.

No. 41.—Rs. 400 were estimated for the repairs of the Jobra and Chowliagung road, and the cost was Rs. 397-14-6.

No. 3.—Rs. 100 were estimated and spent on the repairs of the Taldanda loop road.

Nos. 9, 16, and 29.—Last year I lumped the three roads, Jajpore and Binjarpore, Binjarpore and Indpore, and Indpore and Kendrapara, into one estimate, calling it Jajpore and Kendrapara road. The estimate for the repairs of these roads amounted to Rs. 750, and Rs. 808-2-9 was spent, exceeding the estimate by Rs. 58-2-9. The excess is due chiefly to earthwork in approaches to the timber bridges. Rs. 270 were estimated for the repairs of these bridges, and the cost was Rs. 106-6.

No. 17.—Rs. 550 were estimated for the repairs to the Indpore and Pattamundie road, and Rs. 532-14-3 was expended.

No. 15.—The road called Birnan to Indpore is really a road between Birnan and Kalamatia, and I have so called it in my new list. The estimate for the repairs of this road was Rs. 470, the budget allotment Rs. 530, and the expenditure Rs. 445-13-8. The road is badly breached.

No. 18.—Rs. 180 were estimated for the repairs of the Jugutsingapore to Jajpore road, and Rs. 179-15-11 spent. This road is not raised, and so is in constant want of petty repairs. Not only the spill water of the country, but the excess water from the Machgong canal distributaries, is allowed to pass over it. The ryots also cut channels across it for irrigation or fishing. A good deal of traffic passed from the 5th mile to Jajpore last year.

No. 7.—Rs. 115 were estimated for the repairs of the Mahenga road, and Rs. 114-15-6 was expended. The same remarks apply to this road as to the Jugutsingapore and Jajpore road.

No. 44.—Rs. 90 were estimated for the repairs of the first three miles of the Kendrapara and Goolra Hat road; and when the sub-divisional officer of Kendrapara petitioned the Collector and Chairman for a timber bridge in the place of a rotten structure he had put up at Thakur Mahapatra, about the 4th mile of the road, I was ordered to construct a bridge, and the cost would be allowed, and the amount transferred from village road funds; so I rebuilt the bridge with some of the old timber and new palmyra piles and sal beams at a cost of Rs. 143-7-10, which was transferred. Rs. 10-4 was afterwards expended in making up approaches, turfing slopes, &c. The total estimate sanctioned for this road was Rs. 233-7-10, and Rs. 233-0-1 was spent.

No. 19.—The Jugutsingapore and Soojunj and the Rughoonathpore and Sriloh roads I have now called as one road from Jugutsingapore to Sriloh, though from Sriloh to Rughoonathpore is

not connected. The estimate for the above two roads was Rs. 160, and the amount expended upon them was Rs. 127. The portion not connected should be made as soon as possible, as the road would then open up this part of the country, and would connect the Taldanda and Machgong roads.

No. 3.—Rs. 680 were allotted in the budget for the repairs of the Madhub road, but as that road was transferred to the Pooree district in April last, only the chowkidars were paid; their seven months' pay amounted to Rs. 42, so Rs. 638 were saved on this road.

No. 8.—Rs. 60 were allotted in the budget for the repairs of the Kendrapara loop road, as this work was done in the year before, and not paid for as it was badly done, the sum was allotted in the budget. The work consisted in painting the hand-rails of the Gopia nullah bridge; the work was again estimated for, and when re-done was paid for before the road and bridge were handed over to the Kendrapara Municipality.

19. Rs. 312 were allotted in the budget for the maintenance and repairs of the accommodation and jolly boat (for the use of the District Engineer). The permanent establishment of manjhees employed the year before was dismissed with the exception of two men, and the District Engineer was allowed to employ manjees whenever he required the boat. The cost of repairs and maintenance of the two boats amounted to Rs. 313-5-6.

20. The estimate for the repairs of the Ranihat godown for keeping tools, &c., was Rs. 60, and Rs. 59-14-9 were spent. This is the annual expenditure. Rs. 200 were allotted for tools and plant, and Rs. 176-9-6 were expended. The purchase of an iron cash-box for the District Engineer's imprest, the purchase of twelve crowbars, and the cost of making a stone roller, are the principal items of expenditure. Rs. 1,500 were allotted in the budget for planting and maintaining trees on roads. Rs. 1,200 were estimated as repair and maintenance to trees planted by the District Engineer, and the amount expended was Rs. 1,354-2-9, excepting the trees planted on the end of the 5th and on the 6th mile of the Taldanda road. The whole of the trees planted out are thriving well; six miles of trees are planted on the Taldanda road. The Jobna and Chowliagunj road has trees planted along its whole length. The new trees planted from the road-cess garden to the No. 2 bridge of the Taldanda canal, along what is called the pilgrim road and the tope at Chowliagunj, the two miles from the 3rd to the 5th mile of the Chandbally road, and the trees in and around the Kendrapara and Jajpore Municipality, are the trees maintained during the past year. An allotment from under this head of Rs. 120 was made to the sub-divisional officer of Jajpore for trees on his village road, and he has planted trees along the Balighai road. The Collector and Chairman has granted permission to plant two rows of jack-fruit trees on the Kookhia and Jajpore road. The trees were to be paid for if alive and well during the next year. Excepting these trees, and the trees planted by the sub-divisional officer of Jajpore, no new trees have been planted this year; but all the dead trees have been replaced in all the roads, and they have been well fenced and well cared for, and might now be left to take care of themselves. It would have only been waste of money to have planted new trees leaving barely enough to maintain the trees already planted. Now that the bulk of the trees planted out are well grown, new trees might be planted.

21. I have now only to treat of the establishment I have had under me. Mr. D'Souza, the overseer, I am sorry to say, does not deserve that rank. He has been employed principally on survey work. Mr. D'Souza's services are of no great help in carrying out the works in the district.

The sub-overseers are Peter Emanuel and Behary Mahanti. The former has had charge of the roads in Jajpore sub-division; these roads he has managed to keep in very fair order during the working season.

Behary Mahanti has had charge of the Taldanda sub-division. This includes the Taldanda, Sonapore, Machgong, Taldanda loop, Chowliagunj, Jajpore, and all the village roads in the sudder sub-division south of the Mahanuddy. During the working season his roads have been in very fair order. I have only had reason to complain of the wretched state of his causeways; but with the great traffic that has been on the road during the past year, and the very small allotment that was allowed for repairs, it is not to be wondered at that with the rapidly increasing traffic the causeways will have to be repaired or the metalling renewed every instead of every other year, as it is now.

The mohurrirs were Berma Nund Mahanti and Bancha Nidhi Mahanti. The former has had charge of the Kendrapara sub-division, the Chandbally road, the Pattamundie road, Kendrapara, Indpore, portion of the Jajpore and Kendrapara road, the Mahenga road, the Gobra Hât road, and the village roads of the sudder sub-division north of the Mahanuddy. He has had two temporary mohurrirs under him in superintending the Chandbally road. I have been perfectly satisfied with the way in which this man has carried out his works.

Bancha Nidhi Mahanti has been employed under sub-overseer Behary Mahanti, and has since been in charge of the road-cess and municipal office. One chowkidar, in charge of the tools at Ranihat godown, and three permanent peons (of which only two were employed) composed the rest of the permanent establishment on works. The committee have since dismissed one mohurrir and one peon. Of the office establishment the head clerk and draughtsman, Baboo Juggobundhoo Dass, has given me every satisfaction.

The accountant clerk, Baboo Mohendronath Palit, in his work during the past year has shown great improvement, and has pleased me. His accounts were well kept, and he has been tolerably punctual. The committee have decided upon dispensing with his services and making a clerk in the collecting office do his work. I don't think that this is advisable, as the man has been at great pains to learn his work. Another man will take quite as long as this man did to learn the work. Nothing handicaps an officer more than altering his office establishment. I would strongly advise that he be reinstated, especially as the committee have changed their engineer at the same time.

In conclusion, I have to thank the committee for their kindness to me.

No. 6.—Part I.
OUTTACK DISTRICT ROAD FUND.

Annual Account of Income and Expenditure from 1st October 1877 to 30th September 1878.

	Rs. A. P.	Rs. A. P.	On Collection of Revenue and Committee's Control.	Rs. A. P.	Rs. A. P.
Balance on 1st October 1877. { Cash in hand ... Advances outstanding ...	9,840 14 8 185 1 6		Establishment Contingent charges	3,933 15 5 1,392 15 6	
Deduct balance at credit of deposits	10,026 0 2 2,715 3 6	7,310 12 8	<i>Outlay on District Works.</i>		5,326 14 11
<i>Receipts of the year.</i>					
Revenue under District { Cess on lands ... Road Cess Act of 1871. { " on mines, railways, &c. ... " on houses ... Fines ...	48,108 4 7 971 5 2		Original Works { Roads and bridges ... 14,434 1 11 River and canal works 2,900 0 0	16,734 1 11	
Road-cess leviable otherwise than under District Road-Cess Act.	.....	49,079 9 9	Repairs { Roads and bridges ... 16,917 4 10 River and canal works	16,917 4 10 6,715 0 0 196 12 3	
Receipts from Tolls { Road-tolls ... Ferry " ... Canal or river-tolls ...	1,028 8 0		Establishment Tools and Plant ... ..	..... .....	40,563 3 0
Grants-in-aid from Provincial Reserve Fund	.....	1,028 8 0	Total outlay to be passed	.....	45,890 1 11
Sales of produce and stores ...	287 9 8	.....	Balance on 30th { Cash in hand ... 43,614 1 3 September 1878. { Advances outstanding ... 838 10 8		
Fines ...	1,968 3 8	2,255 13 4	Deduct balance at credit of Deposits	14,452 11 11 668 2 1	13,784 9 10
Miscellaneous ...	.....	52,363 15 1			
Total Receipts	.....	59,674 11 9	GRAND TOTAL	.....	59,674 11 9
GRAND TOTAL	.....			

Passed for Rs. (45,890-1-11) forty-five thousand eight hundred and ninety, anna one, and pies eleven only.

F. F. HANDLEY, *Vice-Chairman.*

LUCKHY NARAIN ROY CHOWDEY, } *Members of the Committee.*
J. WELLSTED,

H. S. BEADON, *Chairman.*

No. 6.—Part II.

CUTTACK DISTRICT ROAD FUND.

Details of Income and Expenditure for the cess year 1877-78 from 1st October 1877 to 30th September 1878, to accompany the annual account for that year.

Subhead of estimate.	Amount as per budget estimate.	PARTICULARS.	Amount.	Total.
	Rs. A. P.	INCOME.	Rs. A. P.	Rs. A. P.
Revenue under District Road Cess Act.	₹54,142 0 0	Cess on lands	₹48,108 4 7	
	₹2,000 0 0	„ on mines, railways, &c.		
		„ on houses	₹71 5 2	
		Fines		49,079 9 9
Receipts from Ferry Tolls.	.....	Realization of arrear tolls on account of the following ferries :—		
		Gunja	177 8 0	
		Indpore	11 4 0	
		Jagutpore	437 4 0	
		Jajpore	18 12 0	
		Khursooah	115 0 0	
		Balighai	21 4 0	
		Gopalpore	247 8 0	
Sales of produce and stores.	₹100 0 0	Sale proceeds of trees and fruits, &c., on the sides of district roads	81 7 11	₹1,028 8 0
		Ditto of unserviceable furniture, &c., of the office of the District Engineer	159 3 9	
		Ditto of old ferry boats	46 14 0	
Fines and re-funds, miscellaneous.	₹100 0 0	Fees of Kendrapara dāk bungalow	49 12 0	287 9 8
		„ of inspection bungalows	26 8 0	
		Surplus of dāk bearers' fees	18 8 0	
		Rent of land on the sides of district roads	65 11 8	
		Process fees	755 4 10	
		Contribution received from the Municipality for a part of the office being occupied by its establishment	1,000 0 0	
		Other miscellaneous receipts	52 7 2	
		Total Income		₹1,968 3 8
				52,363 15 1
		EXPENDITURE.		
Establishment on collection of revenue and committee's control.	₹5,544 0 0	Head Clerk for 12 months, at Rs. 80 a month	960 0 0	
		2nd Clerk for „ at „ 35 „	420 0 0	
		3rd Clerk for „ at „ 30 „	360 0 0	
		4th Clerk for „ at „ 20 „	240 0 0	
		2 extra Clerks entertained in the treasury for registering road cess challans	14 0 0	
		Head Mohurir for 12 months, at Rs. 20 a month	240 0 0	
		2nd „ for 11 „ and six days, at Rs. 20 a month	223 13 11	
		1 duffry for 12 months, at Rs. 7 a month	84 0 0	
		1 office peon for 12 months, at Rs. 5 a month	60 0 0	
		Peon's fees for serving cess notices, &c.	1,308 5 0	
		Percentage of local fund establishment in the office of the Accountant-General, Bengal, as per Accountant-General Bengal's No. 320B, dated 24th July 1877	25 12 6	
			3,933 15 5	
		CONTINGENCIES.		
		Country stationery	71 13 3	
		Value of forms	501 5 10	
		Office rent	31 7 4	
		Punkha-puller	69 9 9	
		Binding registers	67 13 0	
		English stationery	65 6 3	
		Service postage stamps	38 9 0	
		Purchase of receipt stamps for affixing on cheques over Rs. 20	22 0 0	
		Paid postage on service bearing covers	30 6 0	
		Paid cost of printing annual accounts and reports published in the <i>Calcutta Gazette</i>	149 14 11	
		Other petty miscellaneous charges	344 10 2	
			1,392 15 6	
				5,326 14 11
		Outlay on District Works.		
		ROADS AND BRIDGES.		
		Village Roads.		
Original works	₹31,952 15 9	Thana Cuttack	3,003 6 5	856 5 8
		„ Salepur	1,920 8 0	932 0 3
		„ Kendrapara	2,821 8 8	933 14 9
		„ Pattamundie	833 15 11	612 15 11
		„ Titol	500 0 0	500 0 0
		„ Jagutsingpore	1,352 4 8	718 8 8
		„ Jajpore	2,573 8 11	1,082 2 8
		„ Dharamania	1,703 9 0	1,588 9 0
		„ Aul	256 6 9	221 6 9
		Planting trees on roads	10,275 12 10	1,534 14 1
				8,980 13 9
		Carried over		8,980 13 9
				5,326 14 11

Subhead of estimate.	Amount as per budget estimate.	PARTICULARS.				Total.	Amount.
	Rs. A. P.		Rs.	Rs. A. P.		Rs. A. P.	Rs. A. P.
Original works —concluded.		Brought forward ...	...	...		14,434 1 11	5,326 14 11
		RIVER AND CANAL WORKS.					
		Distinguishing number.	Total estimated cost.	Total outlay to end of the year.			
	2,300 0 0	...					
		Paid contribution for improvement of tidal creeks, as per Commissioner's No. 185, dated 12th March 1878 ...	12,000	2,300 0 0		2,300 0 0	
		Total River and Canal Works	...	...		2,300 0 0	
		Total Original Works	...	...		...	16,734 1 11
		Roads and Bridges.					
Repairs	18,565 0 3	1	Repairing the road from Cuttack to Taldanda unmetalled portion	1,779 9 10			
			Repairing inspection bungalows on ditto	517 7 0			
			" Taldanda road metalled portion	721 6 6		3,018 7 4	
		2	" Taldanda loop road	...		100 0 0	
		3	" Phulnakhara to Madhub road	...		42 0 0	
		4	" Kooakhia to Jajpore road	...		559 9 2	
		5	" Cuttack to Chandbally road	5,658 4 4			
			Inspection bungalows on ditto	667 11 6			
			Causeways on ditto	704 2 6		7,030 2 4	
		6	" Fakirpara to Machgong road	1,329 9 4			
			Inspection bungalows on ditto	152 4 0		1,481 13 4	
		7	" Solepore to Mahanga road	...		114 15 6	
		8	" Kendrapara loop road	...		60 0 0	
		9	" Jajpore to Kendrapara road	808 2 9			
			Wooden bridge on ditto	106 6 0		914 8 9	
		15	" Barnan to Indpore road	...		445 13 8	
		17	" Pattamundie to Indpore road	...		532 14 3	
		18	" Juggutsingpore to Jajpore road	...		179 15 11	
		19	" Juggutsingpore to Sujanj and on to Sirlo road	...		127 0 0	
		41	" Jalera and Chowliaganj road	...		397 14 6	
		44	" Golrahat road	...		233 0 1	
		46	" Cuttack and Sonepore road	...		1,137 5 11	
			Store godown at Ranihat	...		59 14 9	
			Maintenance of Madhua nullah breach	...		9 14 0	
						16,445 5 6	
		Dak Bungalow at Kendrapara.					
			Maintenance	...		96 0 0	
			Furniture, &c.	...		8 6 6	
		Dak Bungalow at Marsaghai.					
			Maintenance	...		10 3 4	
			Repairing dak huts on Jagannath road	...		44 0 0	
			" jolly and accommodation boats, and salary of manjhees engaged in ditto	...		313 5 6	
			Total Repairs	...		...	16,917 4 10
Establishment on works.	(a)6,780 0 0		Salary of a District Engineer for 12 months at Rs. 250 a month	...		3,000 0 0	
			Ditto of an Overseer for 11 months and 28 days at Rs. 60 a month	...		715 0 0	
			Ditto of a Sub-Overseer for 12 months at Rs. 30 a month	...		360 0 0	
			Ditto of a ditto for ditto at " 20 "	...		240 0 0	
			Ditto of a Mohurir for ditto at " 15 "	...		180 0 0	
			Ditto of a ditto for ditto at " 10 "	...		120 0 0	
			Ditto of a Clerk for ditto at " 35 "	...		420 0 0	
			Ditto of an Accountant for 12 months at Rs. 35 a month	...		420 0 0	
			Horse allowance of the District Engineer for 12 months at Rs. 75 a month	...		900 0 0	
			Ditto of Overseer for District Engineer for 12 months at Rs. 15 a month	...		180 0 0	
			Salary of two chaprassees for District Engineer for 12 months at Rs. 5 each a month	...		120 0 0	
			Salary of a chowkidar of store godown at Ranihat for 12 months at Rs. 5 a month	...		60 0 0	
Tools and plant	(a)200 0 0		Purchase of 12 Crowbars and 12 Hatchets	...		26 4 0	
			Ditto of one iron cash chest with citadel lock for District Engineer's Imprest	...		60 0 0	
			Cost of making stone roller	...		20 14 6	
			Repairing old tools and tent	...		89 9 9	
						...	6,715 0 0
						...	196 12 3
			Total Expenditure	...		...	46,890 1 11

Memorandum showing in detail the actual cash balance on the 30th September 1878.

Particulars.	Amount.		Total.	
	Rs.	A. P.	Rs.	A. P.
Balance at credit of the District Road Fund in the Treasury, as per pass book	13,696	1 1		
Less amount of unpaid cheques	81	15 10		
			13,614	1 3

Memorandum showing in detail the balance at credit of deposits on 30th September 1878.

Particulars.	Amount.		Total.	
	Rs.	A. P.	Rs.	A. P.
Kalipodo Banerjee, contractor	113	14 0		
Madhoi Ojha	554	4 1		
			668	2 1*

*Rs. 600-15-7 since refunded.

Memorandum showing in detail the account of outstanding advances on 30th September 1878.

PARTICULARS.	Amount.	Total.	REMARKS.
	Rs. A. P.	Rs. A. P.	
Amount due by the District Engineer	91 0 0		* This amount was paid in advance before the close of the road-cess year on account of pay of the establishment for September 1878, vide Accountant-General's circular No. 704B, dated 23rd September 1878.
Ditto Head Clerk, Road Cess Department	20 0 0		
Ditto Collector of Cuttack on account of salary of the road-cess establishment for September 1878	181 0 0*		
Amount due by the District Engineer on account of his and that of his establishment's pay for September 1878	546 10 8*	838 10 8†	

† Rs. 727-10-8 since recovered.

CUTTACK ROAD CESS OFFICE, }
The 2nd December 1878.F. F. HANDLEY,
Vice-Chairman.H. S. BEADON,
Chairman.*Explanatory memorandum to accompany the annual accounts.*

(a) The figures shown in this column have been taken from the budget estimate submitted with this office No. 183, dated 25th July 1877, and approved of by the Commissioner in his No. 132RC, dated 3rd August 1877.

(b) The difference of Rs. 6,000-3-5 is attributable to the non-recovery of arrears of cess at the end of the year, strict measures for the speedy recovery of which have already been taken, as prescribed in Rule 14 of the Board's rule for the collection of cess.

(c) The second instalment of house-cess was not realized during the year, as per Board's No. 266A, dated the 23rd April 1878: hence the difference between the estimated demand and the actual collections.

(d) This amount is due for the previous year, but realized during this year and credited into the fund. *Vide* Government circular No. 73, dated 20th August 1877.

(e) The excess is attributable to the receipts marginally noted, which were not taken into account at the time of the submission of the budget.

	Rs. A. P.
Process fees	755 4 10
Contribution received from the Municipality	1,000 0 0
Total	1,755 4 10

(f) The difference between the amount as per budget allotment under the heads of original works and repairs is attributable to certain transfers made during the year under review from original works to repairs, and *vice versa*, with the sanction of the Commissioner.

(g) The excess of Rs. 1,000 from the original budget is attributable to the receipt of the same from the Municipality as contribution for a part of the road-cess office room occupied by its establishment.

No. 402, dated Pooree, the 14th November 1878.

From—J. S. ARMSTRONG, Esq., c.s., Collector of Pooree, and Chairman, Road-Cess Committee,

To—The Commissioner of the Orissa Division.

I HAVE the honor to offer the following report on the operation of the Road-Cess Act in this district during the cess year ended on 30th September 1878.

2. *Committee.*—The subjoined table shows the names of members, number of meetings held, and the number of meetings attended by each during the year under report:—

Names of Members.		Number of meetings attended.	Number of meetings from which absented.	Total number of meetings held.
1.	J. S. Armstrong, Esq., c.s., Chairman ...	8	1	9
2.	W. R. Green, Esq., District Superintendent of Police	1	8	9
3.	J. Macmillan, Esq., Executive Engineer, Mahanuddy Irrigation Division ...	2	7	9
4.	J. Scott, Esq., Executive Engineer, Orissa Division ...	1	8	9
5.	Baboo Mahanand Gupta, Vice-Chairman ...	6	3	9
6.	H. Beck, Esq., District Engineer, Road-Cess Committee	6	3	9
7.	Rev. T. Bailey ...	2	7	9
8.	Mohant Narayan Das ...	7	2	9
9.	Mohant Ramkisto Romanuj Das ...	2	7	9
10.	Adhikari Rasbehari Das ...	2	7	9
11.	Adhikari Raghunandan Ramanuj Das ...	1	8	9
12.	Baboo Ram Chand Addy ...	7	2	9
13.	„ Ramgopal Chatterjee ...	4	5	9
14.	„ Tarakant Bidyasagar ...	9	0	9
15.	„ Golkanand Dutto ...	8	1	9
16.	„ Akhilnath Roy ...	4	5	9
17.	„ Madhurjyanand Roy ...	8	1	9
18.	Rajah of Parikud ...	0	9	9
19.	Zemindar Bhagwan Ratsing ...	0	9	9
20.	Panda Gopinath Khuntia ...	2	7	9
21.	Panda Ramkisto Patjosi ...	0	9	9
22.	Panda Baidhar Mahapatra ...	1	8	9
23.	Jagirdar of Malud ...	0	9	9

Baboo Mahanand Gupta, late Vice-Chairman, having been transferred to Balasore in June last, Baboo Ram Chand Addy was elected Vice-Chairman in his place. Out of the members shown in the above table, Mr. W. R. Green, District Superintendent of Police, was transferred in November 1877; Mr. H. Beck ceased to be a member of the committee from August last, under Government orders No. 3164A, dated 1st July 1878; and Mohant Ramkisto Romanuj Das died. Twelve members have completed their two years' tenure of office under section 49, and the Collector will be requested to consider the question of recommending them for reappointment. They are Nos. 7, 8, 10, 11, 12, 13, 16, 18, 19, 21, 22, and 23.

3. There were nine meetings held during the year under report, in all of which there was a quorum. The Chairman presided over all the meetings except one. The Executive Engineer of Orissa Division, Mr. Scott, attended only one meeting, and Mr. Macmillan, the Executive Engineer of the Irrigation Department, presented himself at two. The absence of these two professional gentlemen from most of the meetings is a matter of regret. The attendance of Baboo Tarakant Bidyasagar was most satisfactory, while that of the Rajah of Parikud, Baboo Bhagwan Ratsing, Panda Ramkisto Patjosi, and the Jagirdar of Malud, was quite discouraging.

4. The following members deserve special mention for having taken interest in the transaction of the committee's business:—

Baboo Tarakant Bidyasagar.

„ Ram Chand Addy.

Mohant Narayan Das.

5. A statement of the attendance of members, as required by Government order No. 1286, dated 13th March 1876, is annexed. The working of the district committee was satisfactory.

6. *Branch Committee.*—There were no meetings of the Khorda branch committee during the year under report. This was owing to the inability of the district committee to supply them with any funds to start village works in the sub-division, as they had to make heavy expenditure on famine relief works. But it will nevertheless be apparent that the Pooree committee expended their funds freely within the sub-division of Khorda on the larger works.

7. As detailed below, the aggregate receipts of the year under the several heads amounted to Rs. 25,950-10-3:—

	Rs.	A.	P.
Balance of last year
Cess on lands
Ditto on houses
Sale of produce and stores
Miscellaneous receipts
	25,950	10	3